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## PRINCIPAL CONTENTS.

Baltimore and Ohio Railroad .....	1481
Chesapeake and Ohio Railroad .....	1481
Cleveland Bridge and Car Works .....	1482
Evansville and Crawfordsville Railroad .....	1482
The Virginia State Debt Coupon Cases .....	1483
Railroad from St. John to Halifax .....	1483
Bridge over the Mississippi River .....	1484
Railways of the United Kingdom .....	1484
Texas and Pacific Railroad .....	1485
Railroad Earnings .....	1486
City Passenger Railroad Share & Bond Lists .....	1487
Federal and State Securities .....	1489
Dividend and Interest Tables .....	1488, 1490
Railroad Share List .....	1498
Stock Exchange and Money Market .....	1505
Journal of Railroad Law .....	1508
Burlington, Cedar Rapids & Minnesota R. W. .....	1509

## American Railroad Journal.

New York, Saturday, November 23, 1872.

### Ship Building on the Delaware.

The Pacific Mail Steamship Company is building on the Delaware six ocean steamers for service upon their lines. Four of these are being built at Chester, at the Delaware River Iron Shipbuilding and Engineering Works, and two at the yard of the Harlan & Hollingsworth Company in this city. Of those building here, the first is rapidly approaching completion and will be committed to her destined element on Tuesday, the 26th instant. Of those at Chester, one was launched on Saturday, another will be ready to launch in about two and a half months, while the keel of the third has recently been laid. The fourth has not been commenced yet. The steamer which was launched on Saturday was christened the Calimoi. She is an iron screw steamer, built in accord with the British Lloyd rules of 1871, and of register 100 A—which is the highest class vessel they build. In length, the Calimoi is 280 feet on the twelve foot water line; over all 300 feet. Her width of beam is 40 feet, and depth of hold, from base line to upper deck, 30 feet 6 inches.

Besides the steamers of the Pacific Mail Company there are also two others under way, and contracts have been entered into for the construction of others still. An iron steamer 206 feet long, 33 feet 9 inches wide and 17 feet 4 inches deep, is being built for Mr. Dickinson, of New York, for the coasting trade. She will be fitted with a

geared beam engine, and will be of 1,000 tons burthen.

There is also in frame an iron ferryboat for the Erie Ferry Company, plying between Jersey City and New York. Mr. Roach also has the contract for building the hulls of two iron colliers for the Reading Railroad Company, at \$300,000.—*Wilmington Commercial*.

### Baltimore and Ohio Railroad.

The annual meeting of the stockholders of this company was held in Baltimore on the 18th inst. On motion of Wm. J. Albert, Esq., Mr. Wm. McKim was chosen chairman, and Wm. H. Tjams Secretary.

John W. Garrett, Esq., President of the company, presented the forty-sixth annual report for the fiscal year terminated 30th September last. The report was then read by the Secretary, after which, no other business being presented, the meeting, on motion, proceeded to the election of Directors to serve for the ensuing twelve months. Messrs. Miles White, Wm. J. Albert and Horatio L. Whitridge acted as Judges. On counting the ballots the following gentlemen were found to be unanimously elected by a vote of 39,361 shares, viz: Johns Hopkins, Samuel W. Smith, John Spear Nichols, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, Wm. W. Taylor, Sam'l Kirby, Francis Burns, John King, Jr., G. A. Von Lingen.

The members elected are the same as for the preceding year except that Mr. G. A. Von Lingen fills the place of Mr. Allen A. Chapman, resigned.

The report shows that the revenues of the Baltimore and Ohio and its branches for the fiscal year were \$13,614,876 26, being an increase over the previous year of \$1,057,366 84.

The full report is being printed in pamphlet form, and will be ready for distribution at an early day.

The Lancaster (Ohio) *Eagle* says that a preliminary survey of the proposed railroad, from there by way of old Straitsville, to the Sunday Creek coal fields, is now being executed. If the line proposed shall prove reasonably favorable, a strong effort will be made at once to put the enterprise on its feet. This will form part of a line from Dayton, and also of one from Springfield to the great coal basin—the two lines uniting in the

northern part of Pickaway county, and thence together through Lancaster to Ferrara.

### Chesapeake and Ohio Railroad.—the Kanawha Coal Fields.—Splint Coal.

The opening of the Chesapeake and Ohio Railroad, which will soon take place, is producing quite a stir among the coal and iron makers. The *Pittsburg Commercial*, of November 12th, contains the following on "splint coal" of interest to the coal and iron interests:

The discovery of splint is not new. This peculiarity of coal on the Kanawha has been known forty years. It is a most valuable variety of mineral coal for the manufacture of iron and steel, being nearly free from sulphur, and does not cake in the furnace. It possesses a high percentage of carbon and little ash, and is the only fossil coal that can be successfully introduced into the Bessemer furnace. In a word, it is a complete substitute for vegetable charcoal. In view of the accumulating difficulties to your iron manufacturers and coal shippers, why do not some of your large operators go down into Virginia? I have visited the Kanawha coal field, embracing over 8,000 square miles, examined many mines and the quality of coals, and unhesitatingly pronounce that the best field now open to capitalists. It is accessible; the veins above water level; seams from four to ten feet in thickness; and coal of the finest qualities. It is manifest Pittsburg coal interest in the Southwest cannot long be made remunerative. Mr. Walton, in his remarks before the Cincinnati Coal Exchange, a few days since, states that the Pittsburg shipper paid for coal in the barge, at Pittsburg, about 11 cents per bushel. This statement was made in the face of the offer from Indiana to furnish the city 10,000,000 bushels annually from the Brazil block coal mines at 12 cents per bushel. Supplies from either source—the Monongahela or Wabash—are impracticable, in competition with the mines of West Virginia, on the Kanawha, Coal, Guyandotte, Water pot, or Sandy. It has been estimated that coal can be furnished at Cincinnati and Louisville from the Kanawha, yielding a decided profit, cheaper than the mineral can be loaded into barges at Pittsburg, and the statement of Mr. Walton confirms the declaration. Why, then, will Pittsburg coal operators permit this fine field to be occupied by other capitalists, thus depriving them of and driving them from the Southwestern trade? Coal lands of first quality can be purchased on the Kanawha and tributaries at prices varying from \$15 to \$30 per acre, bearing splint, bituminous and cannel coals. Transportation from the Kanawha is generally from three to five months longer than the Upper Ohio. But, independent of water transportation, a great

through line of railway is about to be completed. The Chesapeake and Ohio R. R. is now virtually finished. The last contracts have been completed for grading, bridging, tunnelling, &c. The track is about ready for iron. Soon we shall see this really great enterprise carried through, and the prophetic vision of Washington realized. This road traverses the great Kanawha coal fields from Saull's mountain—the initial point of the vast basin—to the city of Huntington, on the Ohio, nine miles above the mouth of the Big Sandy. Coal can, at all seasons, be carried from Soap Creek, Cabin Creek, Elk, Coal, Mud, Guyandotte and other important streams, striking the Ohio 335 miles below Pittsburgh, beyond all devious navigation; buyers can freight it to Cincinnati in a few hours. By the completion of the Kentucky Shore Railroad, or the Hillsboro route, unbroken transportation by rail can at all times be secured. Coal can now be secured on the Kanawha at \$3 50 per 100 bushels. It can be carried to Cincinnati by January, 1873, and sold at from \$9 to \$10. By increased facilities the cost can be materially diminished. The splint must become a substitute for coke in home manufactures. It can be brought to Pittsburgh and sold at a profit in competition with Youghiogheny coke. Coal on the Monongahela and Youghiogheny is too valuable to be charred into coke. It will all be required for domestic uses.

#### Western and Atlantic Railroad.

The Atlanta correspondent of the Savannah News remarks, concerning the lease of the Western and Atlantic Railroad, that it is now believed it will not turn out to be so good a thing as the lessees supposed. A railway man of intelligence and integrity, who was in Chattanooga, recently, says he did not see one freight car there from Nashville or Louisville; whereas, heretofore the track was crowded with trains from those points. The completion of the South and North Road to Montgomery has diverted the entire Western business of Alabama from the old route over the State Road, and to that extent the freight and passenger traffic on that road has been curtailed. Nearly all the western business of Alabama—its heavy shipments of corn, wheat, bacon, hay, horses, mules, &c.—formerly passed over the Western and Atlantic Railroad, and contributed largely to its profits. The loss of that business must materially diminish the revenue of the road, and thus depreciate the value of the lease itself. The completion of the Air-Line Road from this city to Charlotte, N. C., will also have an injurious effect upon the business of the State Road. Shares in the lease do not rate so high now as they did a few months ago.—*Augusta (Ga.) Chronicle.*

#### Cleveland Bridge and Car-Works.

The proprietors of these extensive works are Messrs. McNairy, Clapfen & Company, who have an established reputation throughout the country for the superior quality of their work in bridge and car construction. Their freight-car department is fully occupied in the building of 500 cars for the United States Rolling Stock Company, a portion of which are broad gauge; and also 50 fruit-cars for the Merchants' Dispatch freight line. A variety of work is under way in the street-car shop, including caboose, ore, hand, and street cars. Large numbers of the latter class are made at these works and shipped to all parts of the country. They are light and strong, and have the indispensable requisite of riding easy, an advantage which they possess over those made elsewhere. It is no uncommon thing for some of these cars to carry from ninety to a hundred passengers with room for more, the accommodations of course not being in all respects quite equal to those of a parlor coach. The company have more bridge-work in hand than they ever had before at any one time, and it will be necessary to keep the machinery moving day and night the whole winter, in order to execute the contracts already booked.—*National Car Builder.*

#### Washington Territory.

The shores of the Puget Sound basin, in Washington Territory, are covered by dense forests of Oregon pine or fir, invaluable for shipbuilding and other purposes. The western part of Washington Territory, it is estimated has 15,000 square miles of heavily timbered lands, yielding 30,000 feet of merchantable lumber to the acre. The shipments of fir from the Puget Sound district, in 1869, amounted to 136,692,512 feet, and for the first six months of 1872 they amounted to 118,856,651 feet, giving an estimated trade for the twelve months of this year of 237,713,122 feet. Puget Sound is a great land-locked harbor, having a shore line of 2,000 miles, indented with bays, channels and inlets, in every direction. The water is very deep, and the shore is bold, so that ships can make fast alongside the saw-mills, and timber is frequently run from the saw to the hold of the vessel.

#### Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers.....	\$210,043 42	\$192,407 00
" freight .....	293,437 57	335,108 41
" express .....	15,418 03	15,219 26
" mail .....	10,500 00	10,308 33
" rents and storage.	5,370 90	13,421 20
" telegraph.....	.....	215 13
" mileage account..	3,403 31	.....

Total earnings.....\$538,173 23 \$566,679 33

#### Expenses viz:

Running road.....	\$82,313 30	\$86,697 32
Repairs and renewal of track.....	137,200 75	88,229 05
Repairs and renewal of structures.....	14,701 05	15,998 55
Repairs of machinery and cars.....	48,555 44	67,452 91
General expenses.....	85,205 33	89,655 61

Total expenses.....\$368,015 87 \$348,033 44

Net earnings.....\$170,157 36 \$218,645 89

Interest and taxes.....111,147 59 99,085 84

.....\$59,009 77 \$119,560 05

Appropriation to Sinking Fund.....29,987 00 29,950 75

Balance .....29,022 77 \$89,609 30

The receipts from all sources during the year (including \$3,385 92 from sale of real estate) were \$570,065 25; and the expenditure were:

Operating and maintaining road.....	\$348,033 44
Interest on bonds and loans .....	90,000 59
Taxes.....	9,085 25
Appropriation to sinking fund.....	29,950 75
Construction.....	7,469 96
Equipment.....	44,036 28
Increase in wood and supplies.....	529 61
Decrease in liabilities.....	\$41,369 12
Less decrease in assets.....	409 75
.....	40,959 37

Total, as above.....\$570,065 25

The gross earnings for the year were \$566,679

33, being \$28,506 10 in excess of the earnings of last year. The working expenses, including all repairs and renewals, are \$348,033 44, being \$19,982 43 less than last year, and the net earnings \$218,645 89, showing a total gain in net earnings of \$48,488 53. Deducting from these earnings the sum of \$129,036 59 paid for interest, taxes, and the stipulated appropriation to the sinking fund, there remains as surplus \$89,609 30, of which \$51,506 24 has been expended on construc-

tion and equipment, and the remainder in the payment in full of the floating debt.

The increase of capital account has been chiefly for additional equipment; one Engine, one Baggage and Mail Car, twenty-five Compromise Box Cars and twenty Coal Cars, having been added during the year.

The total cost of the property to date is as follows:

Construction.....	\$2,439,897 66
Equipment .....	439,850 20
.....	\$2,879,747 86

#### Which is represented by—

Common stock .....	\$1,044,252 93
Preferred stock.....	100,000 00
Bonds outstanding.....	1,127,000 00
Earnings expended.....	608,494 93
.....	\$2,879,747 86

The road bed and structures are in good condition. 3,000 feet of additional sidings have been laid down, 55,000 cross ties have been purchased, of which 46,000, equal to 17 miles had been placed in the track at the close of the year; three and one-fourth miles of rail have been taken out and renewed with re-rolled rail of a heavier pattern, and 454 rails have been repaired at our shops; 2,200 car loads of gravel ballast, equal to 13,200 cubic yards, have been placed on the track, and eight small trestle bridges have been filled up with earth and masonry. Six other are now being filled and will shortly be completed.

The safety of our Passenger Trains has been greatly increased by placing the Miller Platform and Westinghouse Air Brake on our entire Passenger Equipment, at a cost of something over \$10,000. Extensive repairs have been made on our passenger coaches, and one new baggage, mail and express car has been built at our shops, and the others re-modeled with raised roofs.

One new freight engine, twenty-five box cars, and ten coal cars have been purchased during the year, and ten coal cars built at our shops. In addition to these a large number of freight cars have been re-built, and five box, one coal, and six construction cars have been torn up, and new cars built to replace them.

The rolling stock of the road is now as follows: 17 engines, 10 passenger coaches, 1 paymaster's, 5 baggage, mail and express, 6 caboose, 79 local freight box, 71 compromise box, 30 Platform, 74 coal, 10 stock, 10 construction, 34 hand and 26 push cars.

#### The train service for the year is as follows:

Passenger trains.....	156,696 miles.
Freight trains.....	176,629 "
Construction trains.....	26,190 "

Total .....359,515 miles.

—showing a decrease by passenger trains of 5,505 miles, an increase by freight trains of 32,673 miles, and a decrease by construction trains of 13,385 miles, making a total increase for the year of 13,783 miles.

The number of freight cars hauled during the year is:—

Loaded cars.....	25,361	Mileage.....	1,526,719
Empty cars.....	14,999	" .....	581,539
.....	37,860	.....	2,108,258

—being an excess of 2,986 loaded, and 3,187 empty cars, and of 243,858 miles run, over last year. The tonnage of freight carried amounts to 208,800 tons, an excess over last year of 28,800 tons, with an increase of revenue from this source of \$41,670 84.

The number of passengers carried is 146,036 exclusive of commuters, which is 9,759 less than last year, with a decrease in revenue of \$17,636 42, resulting chiefly from the opening of the direct line Evansville to St. Louis, via St. Louis and Southeastern Railway, early in the year, which at



once took from us nearly all the travel between Evansville and the West.

The direct line between Terre Haute and Chicago was completed early in January, and this line has felt its favorable influence in the freight department.

Difficulties apparently unavoidable, have so far prevented the running through passenger trains between Evansville and Chicago, but it is believed that they are now overcome, and arrangements are being perfected to place through trains, with sleeping cars attached, on the line at an early date, probably before the close of the present month, thus opening a new route, shorter than any other between Nashville and Chicago.

Our Southern Connection, the Evansville, Henderson and Nashville Railway, while giving us but little business for the North or East, has proved a valuable outlet for the movement of grain, hay, and other Northern products, over our road, for consumption in the South. Our business in this direction during the past season was large and profitable, although seriously crippled by the inability of Southern Lines to move the freight offered. It is from this source, from the great activity in grain freights generally since the harvest, and from the increase in coal traffic, that the large increase in freight tonnage and revenue has been realized.

Arrangements are now being perfected for transferring cars to Henderson without breaking bulk, which will materially lessen the cost of transfer, and as the Evansville, Henderson and Nashville Railway is being furnished with a large amount of additional equipment, both engine and cars, we may reasonably expect to control hereafter our full share of Southern business.

Pursuant to orders of the board an additional section of four stalls is being added to the brick engine house of the company, at Evansville, and is now nearly completed. A brick store room and office for the Master Machinist is also being built at Evansville, and a commodious brick car-house at Terre Haute. Both will be ready for winter's use.

Twenty-seven bonds of \$1,000 each, have been redeemed by the Sinking Fund during the year, making a total of 113 bonds redeemed to date. The sinking fund still holds the balance of the annual appropriation, for the purchase of 5 additional bonds, so soon as presented for redemption.

In June last, a well guarded lease of the Rockville extension of this road, advantageous to both the contracting parties, and terminable in one year after notice given by either party after July 1st, 1873, was made by this company to the Logansport, Crawfordsville and Southwestern Railway Company, which lease was duly ratified by our stockholders, and took effect July 1st, 1872.

Our road and equipment have been well maintained, and we have enjoyed the same provident care over our trains and passengers, always so conspicuous in their security from serious accident.

Too much praise cannot be awarded to the officers and employees of the company in general, for their efficiency and faithfulness in the discharge of their duties during the year.

#### GENERAL BALANCE SHEET, Aug. 31, 1872.

Construction of road.....	\$2,439,897 66
Equipment.....	439,850 20
Real estate.....	6,649 29
E., T. H. & C. R. W. stock.....	10,000 00
Fair Ground stock.....	1,000 00
Fuel on hand.....	\$13,000 00
Supplies at shops.....	23,378 14
	36,378 14
Sinking fund unexpended.....	5,443 00
Cash.....	\$6,954 42
E., H. & N. R. R. bonds,	
\$8,000 cost.....	6,800 00
Bills & accounts receivable.....	7,366 61
Due from other lines.....	22,633 46
" " agents.....	13,862 38
	57,116 87
	\$2,996,335 16

Capital stock paid in.....	\$1,004,121 13
Fractional scrip.....	7,320 53
Unclaimed stock dividends.....	32,811 27
Preferred stock.....	100,000 00
Sever per cent, bonds,	
main line.....	\$1,090,000 00
Less redeemed by sink-	
ing fund.....	113,000 00
	977,000 00
Rockville division bonds.....	150,000 00
Accounts payable.....	\$4,947 09
Due other lines.....	15,682 88
	20,629 97
Income account:	
Earnings expended in	
construction.....	\$608,494 93
Balance of account.....	95,957 33
	704,452 26
	\$2,996,335 16

President.—JOHN INGLE, JR.,

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, J. E. Martin, Evansville; L. S. French, Patoka; J. W. Maddox, Vincennes; J. Alsop, Carlisle; H. K. Wilson, Sullivan; C. Rose, W. R. McKeen, J. H. Turner, W. K. Edwards, Terre Haute; G. K. Steele, Rockville.

Secretary and Treasurer.—J. E. MARTIN.

Superintendent.—L. PEARSON.

#### The Virginia State Debt Coupon Cases.

It was agreed on Saturday, the 16th inst., by counsel that the Virginia state debt coupon cases should be submitted to the State Supreme Court on printed briefs, already filed, as soon as all the judges were present. The following history of these cases is from the *Richmond Enquirer*:

The Legislature of 1870-'71, undertook to settle the public debt of Virginia by funding the old debt, on much of which interest had not been paid for many years, by issuing new bonds for two-thirds of the old debt, and giving a certificate for the other third, that it would be paid in accordance with such settlement as should be hereafter made with West Virginia. The old creditors were offered a special privilege if they would surrender their old bonds and take these new ones. They were asked to extend the time of payment by making the new bonds payable in thirty-five years, and also to defer all claims for the one-third until West Virginia had settled. In consideration of the creditor doing this, the Legislature offered to give him a new bond, the coupons on which should forever be receivable for taxes and all demands due the State. The holder of this bond was thus secured in the payment of his interest; for, if the State failed to pay it, he could sell his coupons as fast as they became due to the taxpayer, who could pay his taxes with them. The bondholder was thus offered a new bond for two-thirds of his debt, the payment of interest on which was secured. A great many of them accepted this offer, and out of forty-five millions of bonds thirty-three millions came in, and new bonds, to the amount of twenty-two millions, were issued for them for the two thirds, and eleven millions of deferred certificates for the other third.

These new bonds are known as Virginia consols. There are fifteen millions of coupon bonds, the coupons on which are considered as receivable in payment of taxes, and seven millions are registered and have no coupons. The Legislature of 1871-'72 was dissatisfied with this law, and passed another act forbidding these coupons from being received in payment of taxes. Whereupon the bondholders claimed that this last act was unconstitutional, because, they say, Virginia had made a contract with them if they would give her further time to pay, then she would secure the payment of interest on two-thirds of the old debt by making these coupons receivable for taxes. Counsel were employed, who sued out a mandamus in the case of Smith, before Judge Wellford, of the

Circuit Court of the city of Richmond, to compel Wright, a sheriff, to receive coupons in payment of Smith's taxes. Judge Wellford decided the act of 1872 unconstitutional, and issued the mandamus to the sheriff, from which Mr. Attorney General Taylor appealed for the Commonwealth.

About the same time a motion for a mandamus was made in the name of Antoni against Wright, to make him receive also coupons in payment of his taxes. The causes were set for the Wytheville term of the Supreme Court, last June, but were continued until this term, and are now before the court for decision. Attorney General Taylor for the Commonwealth, and Ould & Carrington, Page & Maury, Johnson & Royall for petitioners.

#### Railroad from St. John to Halifax.

The flourishing ports of St. John, New Brunswick, and Halifax, Nova Scotia, have at length been united by railroad communication. The line forms a portion of the Intercolonial Railroad, the construction of which was undertaken by the Dominion Government, in accordance with the terms of the Confederation. The road has not been executed without overcoming engineering difficulties of the most formidable character, an idea of which may be gathered from the fact that a single tunnel and embankment consumed more than two years in construction, all the men that could work to advantage being engaged on them. The length of the line is about 280 miles, and consists of three divisions—the western, central, and eastern—the western division consisting of the road between St. John and Shediac, the central from from Painsec to Truro, and the eastern from Truro to Halifax and Windsor. The chief offices and workshops are located at Moncton.

The *Philadelphia Ledger* of 18th inst., reports the net anthracite coal tonnage for the week ending on the 9th inst., from all sources, at 404,848 tons, and for the year 17,178,299 tons, against 13,431,556 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,746,843 tons. The production of bituminous coal for the week was 56,917 tons, and for the year 2,226,215 tons, against 1,925,429 tons to the corresponding time last year—an increase of 296,886 tons. The total production of all kinds of coal for the week was 461,765 tons, and for the year 19,404,614 tons, against 15,356,985 tons to corresponding time last year, showing an increase of 4,047,629 tons.

The surveyors of the Philipsburg, Farnham and Yamaska Railway have completed the survey of the proposed line. The total length of the road from Missisquoi Bay, Philipsburg to the St. Lawrence, opposite Three Rivers, is 101 miles. The track will run through a fertile agricultural and, generally speaking, level country, and it is estimated that this road can be built and equipped for about \$10,000 a mile upon the narrow gauge (three feet) system, or a total cost of \$1,000,000. It is believed by the directors that no insuperable difficulties lie in the way of procuring that amount.

The County of Prince Edward has granted a bonus of \$87,200 in aid of the proposed Prince Edward County Railway, to run from some point on the Grand Trunk through the County of Prince Edward, Ont., to a point which is, we believe, not finally decided upon.

**Bridge over the Mississippi River.**

AN Act to authorize the construction of a bridge, and to establish the same as a post-road.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful for any person or persons, company or corporation, having authority from the States of Iowa and Illinois, to build a bridge across the Mississippi River at Fort Madison, Iowa, and to lay on or over said bridge railway tracks for the more perfect connection of any railroads that are or shall be constructed to the said river at or opposite said point, under the limitations hereinafter provided; that said bridge shall not interfere with the free navigation of said river beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstruction or alleged obstruction to the free navigation of said river, the cause may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

Section 2. That any bridge built under the provision of this act may, at the option of the company building the same, be built either as a pivot draw-bridge, with a pivot or other form of draw, or with unbroken or continuous spans: *Provided*, That if the said bridge shall be made with unbroken or continuous spans, it shall not be of less elevation in any case than fifty feet above high water mark, as understood at the point of location, to the bottom chord of the bridge, nor shall the spans of said bridge be less than two hundred and fifty feet in length; and the piers of said bridge shall be parallel with the current of the river, and the main span shall be over the main channel of the river, and not less than three hundred feet in length: *And provided also*, That if any bridge built under this act shall be constructed as a pivot draw-bridge, the same shall be constructed with a draw over the main channel of the river at an accessible and navigable point, and with spans of not less than one hundred and sixty feet in length in the clear on each side of the central or pivot pier of the draw, and the next adjoining spans to the draw shall not be less than two hundred and fifty feet, if the proper location of the draw over the channel will admit spans of this width between it and the shore, and said spans shall not be less than thirty feet above low-water mark and not less than ten above extreme high water mark, measuring to the bottom chord of the bridge; and the piers of said bridge shall be parallel with the current of the river where said bridge may be erected: *And provided also*, That said draw shall be opened promptly, upon reasonable signal for the passage of boats; and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 3. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to the said bridge; and the United States shall have the right of way for postal telegraph purposes across said bridge.

Section 4. That all railway companies desiring to use the said bridge shall have and be entitled to equal rights and privileges in the passage of the same and in the use of the machinery and fixtures thereof and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 5. That the structure herein authorized shall be built under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and to secure that object the said person or persons, company or corporation, shall submit to the Secre-

tary of War, for his examination and approval, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction and strength of the currents at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may be required for a full and satisfactory understanding of the subject; and until the said plain and location of the bridge are approved by the Secretary of War, the bridge shall not be built; and if any change be made in the plan of construction of said bridge during the progress of the work thereon, or before the completion of said bridge, such change shall be subject to the approval of the Secretary of War; and the said structure shall be at all times so kept and managed as to offer reasonable and proper means for the passage of vessels through or under said structure; and the said structure shall be changed at the cost and expense of the owners thereof, from time to time, as Congress may direct, so as to preserve the free and convenient navigation of said river. And the authority to erect and continue said bridge shall be subject to revocation or modification by law whenever the public good shall, in the judgment of Congress, so require, without any expense or charge to the United States.

Section 6. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges, without expense to the United States, is hereby expressly reserved.

Approved May, 25 1872.

**Railways of the United Kingdom.**

The annual returns relating to the railways of the United Kingdom are now as complete as they can be made. They are no longer made out by the Board of Trade from the half yearly statements of accounts laid before the shareholders, as, under the act of 1871, every company is required to make a special return upon a form provided for the purpose. In three instances the board had to institute proceedings for the recovery of penalties before they could obtain compliance with the act.

The capital raised and received amounted at the close of the year 1871 to £552,680,107. It is made up thus—ordinary capital, £230,250,152; guaranteed, £64,555,255; preferential, £108,496,620; debenture stock, £67,282,535; loans, £82,095,545. At the end of the year 1871 the capital received in England and Wales amounted to £461,368,616, and the net receipts in the year (after payment of working expenditure) were £21,995,582; the companies of Scotland had received capital amounting to £64,282,911, the year's net receipts being £2,653,543; the companies of Ireland had received £27,028,580 capital, while the year's net receipts were £1,090,795.

The net receipts of the United Kingdom in 1871 were, therefore, £25,739,920, or 4.65 per cent. on the total capital raised.

The length of line constructed was stated in the return issued last year as 15,537 miles at the end of 1870: the present more trustworthy returns show that at the end of 1871 the length was 15,376 miles—viz., 10,850 in England and Wales, 2,538 in Scotland, 1,988 in Ireland. The Board of Trade summary states the capital received as averaging £35,944 per mile constructed; but that is without distinguishing between double and single lines, and allowing no more for one than the other. The close of the year 1871 saw England and Wales with 6,799 double and 4,051 single lines; Scotland with 1,043 double and 1,495 single lines; Ireland with only 496 double and 1,492 single lines.

In the course of the year trains traveled 179,075,894 miles; trains of English railway companies, 147,419,872 miles; of Scottish, 23,010,976; of Irish, 3,645,046 miles. The numbers of miles run respectively by passenger and by goods trains were about equal in the English returns; the

Scotch show a greater number of miles run by goods than by passenger trains; the Irish show passenger trains running more than double the number of miles run by goods trains. The result for the United Kingdom is to leave the numbers nearly equal.

The trains carried in the year 1871 no less than 375,220,754 passengers—viz., English, 328,552,946; Scottish, 31,119,874; Irish, 15,547,934 passengers. Only 35,642,199 passengers traveled first-class, being less than a tenth of the whole number; 81,021,940 traveled second-class—above a fifth of the whole number; 258,556,615 traveled third-class—nearly seven-tenths of the whole number. But this statement of the number of passengers is exclusive of the holders of season or periodical tickets, who were 188,392 in number; there are no data for estimating how many journeys these took in the year, unless any be found in the statement that the total fares paid by them in the year amounted to £781,778, or about 83s. per person for all his journeys put together.

The year's receipts from first class passengers amounted to £4,148,108, from second-class £5,167,535, from third class £3,115,304, and receipts amounting to £3,853 were not classified; the total receipts from passengers, with the season ticket holders included, amounted, therefore, to £18,216,578. There was also received in respect of passenger trains £1,806,802 for excess luggage, carriages, horses, dogs, parcels, &c., and £599,200 for mails, bringing the passenger receipts up to £20,622,580.

The goods traffic comprised 67,142,234 tons of general merchandise and 102,222,464 tons of minerals. This last number is constituted of 81,412,357 of minerals carried by English railway companies, 20,337,781 by Scottish, but only 472,326 tons carried by Irish companies. The receipts from goods traffic amounted to £26,484,978—viz., £15,418,171 for general merchandise, £1,037,554 for live stock, and £10,029,253 for minerals. To this statement of receipts from passengers and goods must be added £1,785,222 received from rents, tolls, navigation, and miscellaneous sources. The gross receipts of the year are thus brought up to £48,892,780. This amount is reduced to little more than half—viz., to £25,739,920, the net receipts, by the deduction of working expenses, which amounted to £23,152,860, or about 47 per cent.

The English companies show 47 per cent. expenditure, reducing their gross receipts of £41,383,065 to a net sum of £21,995,582; the Scottish had a working expenditure of 49 per cent., reducing their £5,237,329 to £2,653,543; the Irish had a working expenditure of 52 per cent., reducing their £2,272,386 to £1,090,795.

The chief items of the year's working expenditure are as follows for the United Kingdom:—Maintenance and renewal of way, works, &c., £4,457,625; locomotive power, £5,933,489; repairs and renewals of vehicles, £1,981,771; traffic charges (coaching and merchandise), £6,658,080; rates and taxes, £953,753; Government duty, £520,555; compensation for personal injury, £312,334; compensation for damage and loss of goods, £141,298; legal and parliamentary expenses, £251,980; navigation expenses, £520,814; the remainder consists of £951,776 for general charges, and £469,395 for miscellaneous working expenditure. Of the total receipts of the companies, 8.65 per cent. arose from navigation, rents, tolls, and miscellaneous sources; the remaining 96.35 per cent. was constituted thus—42.18 per cent. from passenger traffic and 54.17 per cent. from goods traffic.

The ratio of passenger traffic to goods traffic is far from being the same in the three kingdoms. The English companies received £17,450,447 from passenger trains and £22,391,947 from goods trains; the Scottish, £1,919,603 from passenger and £3,121,882 from goods trains; the Irish £1,252,530 from passenger and £971,149 from goods trains. These, the gross receipts from passenger and from goods trains, amounted in the year to £3,063 per mile of railway, and to 6s. 3d. per train mile.—*London Railway Times*, Nov. 2.



**Texas and Pacific Railroad.**

Col. J. M. Eddy, of the Texas and Pacific Railroad, furnishes the *Jefferson (Texas) Times*, of the 23d ult., with the following information:

The company has already spent over a half million in money in Jefferson.

The orders of the various railroad companies are large, and the merchants ought to endeavor to secure a portion of this trade. One bill alone, ordered by telegraph, comprised of 5,000 barrels of flour, 250 barrels beans, 150,000 pounds sugar, 150,000 pounds coffee, 5,000 sacks corn, 5,000 of oats, 5,000 bales of hay, 200,000 pounds bacon. A very small effort and a little management might bring this trade, or a large portion of it to Jefferson.

The work is to be prosecuted with great vigor. Five hundred miles of tying and bridging have been put under contract, and the contractors are doing their full duty, showing that they understand fully what is expected of them.

Track laying will commence in five different places before January, 1873; Longview, west; Dallas, east; Jefferson, north and south; Sherman, east.

Fifteen thousand mechanics and laborers are en route to work on this road, and excellent wages will be paid.

Two hundred miles of iron are on the way, seven engines and three hundred cars.

The gauge of five and a half feet will be changed to four feet eight and one-half inches as soon as iron can come up Red River. The iron is now at New Orleans and at the mouth of Red River, waiting for water.

A contract for a telegraph line from Longview to Dallas has been let, and a large force is now on the work. A line also from Marshall via Texarkana has been let, and work commenced yesterday. J. H. Creighton is the builder on the north line. He is considered one of the best telegraph men in the United States.

The first invoice of "ye heathen Chinese" will arrive on the ground within six days. A contract for ten thousand of these laborers has been made.

Red River, though low, has not cut off the railroad supplies, as one hundred teams are between Monroe and Shreveport; and the first mule trains, loaded with railroad supplies, arrived in Shreveport on the 22d ult. A very large mule train is also now between the end of the Missouri, Kansas and Texas track and the depot at Sherman.

This railroad has bought largely at Galveston, and has established an extensive depot at Dallas. The company has its own cars and engines at Corsicana to carry material, and is erecting derricks, etc., to transfer material from steamers at Shreveport to supply the interior. The track has been extended at Shreveport through the largest warehouses. Ten thousand tons of railroad material have been ordered, and is now en route to the different depots.

The *Railroad Journal* has, in a late number, an article on this great enterprise, which shows how much attention it is attracting throughout the country since Col. Scott took hold of it. The *Journal* says:

"We are now able to state that five hundred miles of road will be under contract within thirty days, and will be open to travel before July next. The divisions of the road which are to be completed by the time mentioned are as follows: 1. A division west from Dallas to Fort Worth, Tarrant County, Texas, a distance of 155 miles. 2. A branch north from Marshall to Texarkana, a distance of 65 miles. 3. A division from Texarkana west to Fort Worth, a distance of 224 miles.

"From the above it will be seen that Fort Worth is that point on the trunk line from which diverge its eastern branches or outlets; one the distinctively southern branch leading to a connection with the Vicksburg line, and the other tending northward making a direct connection with Mississippi, Ouachita and Red River and the Cairo and Fulton Railroads at Texarkana, a point on the boundary of Arkansas and the western terminus of these roads.

"We understand the Arkansas roads referred to are in a very forward state, and can be completed by the time the Texas divisions of the Texas and Pacific are opened.

"The Cairo and Fulton will be opened to Little Rock some time this fall. This will leave a gap between Little Rock and Texarkana of only 145 miles, on which, however, no work has yet been done; but the company has abundant means and will unquestionably prosecute the work vigorously to its completion to the Texas line.

"On the Mississippi, Ouachita and Red River the work is in a more advanced state. On this road thirty miles of track are laid and eighty-five miles of road are graded, leaving less than fifty miles of road-bed to be graded to make the work continuous to the starting point of the Texas Pacific Railroad."

The above from the *Journal* is good as far as it goes; but it is well understood, as Col. George Williamson stated when there, that Col. Scott considers New Orleans to be the terminus of the Texas and Pacific Railroad, and is exceedingly desirous for the road from New Orleans to Shreveport to be built in time to meet the great transcontinental road there.

**Louisville, Cincinnati and Lexington R. R.**

Dr. Norvin Green having resigned the presidency of the Louisville, Cincinnati and Lexington Railroad Company, we are pleased to learn that Gen. John Echols, of Staunton, Virginia, has been elected to succeed him in that important position. Gen. Echols is a gentleman of high reputation and commanding abilities, and will bring to the fulfillment of his new duties the invaluable experience of many years spent in civil engineering, and as a prominent and active officer of the Chesapeake and Ohio Railroad Company, of which we believe he is still a leading director. The intimate connections, already in great part consummated between the Chesapeake and Ohio, and the Louisville, Cincinnati and Lexington, roads make General Echols' promotion under the circumstances, peculiarly appropriate.—*Frankfort Yeoman*.

The Mansfield and Tuscarawas Valley Railroad Company, has been organized with a capital stock \$50,000, to build a railroad from Mansfield, Ohio, through Richland, Ashland, Holmes, Coshocton and Tuscarawas counties, to Newcomerstown. The incorporators are Henry H. Sturges, J. H. Cook, Lyman B. Matson, Z. S. Stocking and Barnabus Burns.

The Shawnee and Millerstown Railroad Company has been organized to construct a railroad through Perry county, Ohio, between Millerstown and Shawnee City. The capital stock is \$300,000. The incorporators are James W. Taylor, H. L. Anderson, Wm. L. Anderson, W. H. Wilmot, W. H. Beaumont, J. W. Carter and Allen Miller.

The contract for the construction of the extension of the Boston, Barre and Gardner Railroad from Gardner to Winchendon has been awarded to Mr. N. B. Farren, a well known railroad builder. The price is \$25,000 per mile. The work will be begun at once.

The Poughkeepsie *Press* reports that the Dutchess and Columbia Railroad is doing considerable business at present in the way of transporting ore from the beds in Connecticut. The ore to the extent of eight car loads per day is shipped direct to Dutchess Junction.

The traffic receipts of the European and North American Railway for the month of October, 1872, were \$88,834 20, against \$27,882 57 in October, 1871, and \$23,566 98 in October, 1870.

**\$5,000,000.****SAFE AND PROFITABLE INVESTMENT.****THE CHICAGO AND CANADA SOUTHERN**

First Mortgage Sinking Fund

**THIRTY YEARS'****7 PER CENT. GOLD BONDS**

At 90 and Accrued Interest in Currency.

Interest Payable April and October.

**REGISTERED OR COUPON PAYABLE IN LONDON OR NEW YORK.**

This road, with the Canada Southern, forms the new Trunk Air Line from Buffalo to Chicago. It is under the same control and management, and is being built by the same parties who built the Canada Southern: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnam, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors both in the Chicago and Northwest and the Chicago and Rock Island; George Opdyke, of the New York Midland; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men. The road is being rapidly built, in the best possible manner, with 60 lbs. steel rails throughout its entire line, and will be completed during the coming year; nearly one-half of the road will be completed and in running order by the 1st of January next; so that the *entire line*, from Buffalo to Chicago, will, within that time, be in successful operation. The builders of this Road control enough of the leading lines running from Chicago to insure an enormous business from the start. Taking into consideration the important fact, patent to all who study the statistics of trade, "That the present Trunk Lines, *now* taxed to their utmost capacity, are not affording facilities equal to the great and constantly-increasing demand for transportation, and that this Road, through its entire length, being practically **STRAIGHT AND LEVEL**, and **SHORTER BY THIRTY-FIVE MILES THAN BY ANY OTHER NOW BUILT, or THAT CAN BE BUILT**, it must be apparent that this line is not only needed, but must be a great success. The proceeds of these bonds will complete and equip the entire road, and we confidently recommend them as a most safe and profitable investment.

Pamphlets and all information furnished by

**Winslow, Lanier & Co.,**

Bankers, No. 27 Pine Street.

**Leonard, Sheldon & Foster,**

Bankers, No. 10 Wall Street.

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Central Pacific (In gold):</b>													
1867.....	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	86,937	81,396	96,451	106,835	104,729	259,590	251,832	262,770	295,422	286,562	342,743	2,200,767	2,200,767
1869.....	212,604	218,982	301,308	485,048	556,080	532,657	511,854	609,788	579,642	535,360	487,659	5,670,882	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,992	7,905,116
1871.....	536,499	485,490	614,447	720,929	592,341	795,178	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	634,480	545,487	863,050	961,200	1,221,625	1,222,140	1,176,295	1,285,297	1,332,220	1,375,425	.....	.....	.....
<b>Chicago and Alton:</b>													
1866.....	280,508	275,283	299,063	258,480	322,278	355,270	335,985	406,251	401,280	357,956	307,919	236,824	3,840,092
1867.....	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,695,153
1868.....	243,787	167,832	235,961	282,166	336,510	342,358	354,244	416,982	408,999	426,752	359,102	330,169	3,892,861
1869.....	276,117	275,140	267,094	279,121	308,342	384,504	404,012	568,101	486,196	503,746	409,569	361,701	4,608,643
1870.....	343,182	315,099	388,727	328,390	345,833	402,854	501,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1871.....	281,109	316,087	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1872.....	363,235	342,309	384,099	388,964	461,290	466,097	533,655	634,163	507,617	473,227	455,607	377,687	6,278,910
1872.....	372,316	329,170	378,021	381,544	440,457	435,192	482,987	572,331	496,062	543,518	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1863.....	.....	.....	.....	.....	.....	266,100	281,334	296,169	473,188	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,580	565,145	480,710	519,306	699,605	729,759	716,378	563,400	6,114,566
1865.....	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	930,683	754,671	647,842	7,976,490
1866.....	623,566	399,917	623,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,284,471	13,284,471
1869.....	892,093	830,287	1,142,160	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,556,467
1870.....	706,025	763,782	868,359	929,077	1,177,897	1,139,284	1,034,303	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871.....	655,423	602,82	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,908,217
1872.....	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cleveland, Col., Cin. and Indianapolis:</b>													
1868.....	242,205	236,100	242,509	236,435	193,959	208,696	218,347	271,425	287,451	293,296	282,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,387	341,783	320,025	293,615	271,555	242,621	3,098,965
1870.....	203,060	226,807	244,182	244,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	234,156	3,273,719
1871.....	270,204	273,751	315,149	296,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,766,343
1872.....	327,538	318,628	354,766	369,960	378,493	.....	219,039	404,288	.....	428,598	.....	.....	.....
<b>Illinois Central:</b>													
1864.....	327,900	416,588	459,762	428,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	608,402	6,329,447
1865.....	571,586	528,972	616,665	616,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866.....	603,053	505,266	605,465	611,605	569,250	597,679	680,626	578,253	671,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	617,071	470,271	477,027	516,493	525,242	709,327	738,580	823,901	727,810	613,329	7,169,992
1868.....	687,443	536,165	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,517,629
1869.....	659,188	624,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,828,482
1870.....	623,383	661,789	601,326	655,087	684,539	712,647	627,216	699,052	901,235	908,225	811,708	697,751	8,878,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	.....	.....	.....
<b>Marietta and Cincinnati:</b>													
1866.....	90,411	85,447	84,351	81,181	86,288	103,378	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.....	94,186	78,976	92,910	92,768	90,625	96,555	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.....	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	98,517	91,666	108,558	109,526	111,083	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,522
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,569
1871.....	130,888	128,224	140,740	113,73	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,677	142,408	160,784	145,858	168,717	164,587	149,650	162,621	191,341	208,977	.....	.....	.....
<b>Michigan Central:</b>													
1866.....	306,324	279,187	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1867.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	444,604	308,669	4,260,115
1868.....	304,095	283,661	375,210	362,788	333,952	284,977	313,021	398,968	464,778	506,296	412,934	303,373	4,371,073
1869.....	343,316	304,315	326,880	415,758	369,256	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1870.....	320,636	320,636	386,527	411,514	408,646	366,623	329,950	363,569	473,546	490,772	448,419	374,542	4,744,164
1871.....	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1872.....	418,755	442,665	441,686	470,703	450,547	427,096	422,515	529,590	628,600	582,602	533,506	.....	.....
1872.....	505,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Milwaukee and St. Paul:</b>													
1867.....	519,768	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,908
1868.....	309,228	321,203	363,508	486,412	555,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	625,547	724,732	1,040,102	801,195	496,595	7,250,009
1870.....	382,823	377,671	443,132	730,700	755,787	636,434	661,020	808,818	908,313	940,313	791,014	529,768	7,420,401
1871.....	396,760	327,481	400,149	483,884	602,368	658,017	491,113	606,557	816,346	841,150	644,625	473,295	6,600,695
1872.....	460,985	387,525	426,192	474,188	580,432	694,901	458,348	565,729	811,961	950,945	.....	.....	.....
<b>Ohio and Mississippi:</b>													
1864.....	210,329	200,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865.....	259,223	239,139	313,914	271,527	290,916	204,463	349,285	344,700	350,348	372,618	412,553	284,519	3,795,005
1866.....	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,580,583
1867.....	242,798	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	378,367	336,066	272,063	3,459,519
1868.....	231,973	265,051	252,149	240,620	217,082	194,455	287,557	307,122	383,329	274,637	233,861	204,041	2,904,041
1869.....	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298,027	264,896	2,915,543
1870.....	196,787	218,234	253,065	270,934	244,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,158,137
1871.....	245,982	258,564	384,599	243,660	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
<b>Pacific of Missouri:</b>													
1869.....	194,112	207,3											



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS

## HORSE PASSENGER RAILROAD SHARE LIST

## PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.																				
Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.		Value of Shares.			Amount out-stand- ing.	Inter-est Rate.	Pay-able.	Principal Payable.	Market Price.
							Bonded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid Capital.	Par.	Paid.	Market.						
Sept. 30, '71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100							
Sept. 30, '71	1.04			Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	667		100	100							
Oct. 31, '71	7.25	12		Allentown.....Pa.	81,452	192,750			10,801	2,985		100	100							
Sept. 30, '71	11.53			Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100							
Sept. 30, '71	22.00	440	56	Bleek. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100							
Sept. 30, '71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100							
Sept. 30, '71	1.26			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348		100	100							
Sept. 30, '71	10.76	276	62	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,446	9	100	100							
Sept. 30, '71	10.38	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100							
Sept. 30, '71	7.00			Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,601		100	100							
Sept. 30, '71	12.50	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	128,000	1,330,241	293,274	12	100	100							
Sept. 30, '71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200		100	100							
Sept. 30, '71	1.4			B'klyn. City, Hun. P. & P.P.N.Y.	616,730	300,000	300,000	29,197	184,768	40,685		100	100							
Sept. 30, '71	15.2	201	69	Brooklyn, Bath & Coney I.N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100							
Sept. 30, '71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100							
Sept. 30, '71	33.61			Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	101						
Sept. 30, '71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100							
Sept. 30, '71	46.00	802	142	Cent. P. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,740	590,245	131,3		100	100							
Oct. 31, '71	7.25	302	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	194							
Oct. 31, '71	8.5	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46							
Sept. 30, '71	14.82	222	21	Coney Island (Brooklyn).....N.Y.	647,363	500,000	215,000	49,593	160,178	14,667		100	100							
Sept. 30, '71	10.36	834	116	Dry Dock, E.B. & B.(N.Y.C.)N.Y.	937,943	1,200,000	706,000		698,241	179,551		100	100							
Sept. 30, '71	1.76	3	16	East New York & Jamaica.N.Y.	259,688	176,800	82,700	1,632	26,554	5,460		100	100							
Oct. 31, '71	1.68	13	3	Easton and S. Easton.....Pa.	25,962	25,962			9,757	2,658	5	25	25							
Sept. 30, '71	18.00	877	169	Eight Avenue (N.Y. City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100							
Oct. 31, '71	0.26			Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in opera.)			100	100							
Oct. 31, '71	2.20	20	6	Eric City.....Pa.	36,967	19,807	20,468		14,371	3,268		50	42							
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.)Pa.	93,000	63,300	25,000		41,167	7,604	25	25	25							
Sept. 30, '71	2.70			Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100							
Sept. 30, '71	9.63			42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000		362,619	97,698	6.5	100	100							
Oct. 31, '71	17.04	386	62	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,900	335,899	92,669	6	50	50							
Sept. 30, '71	3.26	22	5	Genesee & Water st.(Syr.)N.Y.	59,926	42,500	12,700		13,924	2,226		100	100							
Oct. 31, '71	34.25	361	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,580	88,100	19.5	50	30							
Oct. 31, '71	5.46	108	28	Girard College (Phila.).....Pa.	177,497	107,000			217,573	56,692	17.6	50	17							
Sept. 30, '71	9.00	93	16	Gr'd st. & Newtown (Bkn)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100							
Sept. 30, '71	8.00			Gr'd St. Prosp. Pk. & Flatbush.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)			100	100							
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.)Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15							
Oct. 31, '71	2.1	1	3	Harrisburg City.....Pa.	60,249	41,995	12,964	1,240	6,489	667	25	25	25							
Sept. 30, '71	10.00	120	24	Harlem Br. & Mott & F'dham.N.Y.	254,295	129,540	137,000		85,554	27,669		100	100							
Oct. 31, '71	3.62	51	16	Hest. Mant. & F'mount (Ph.)Pa.	338,010	239,424	133,100		310,958	105,616	13.5	50	18							
Sept. 30, '71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	76,000			22,809	5,424	3.7	100	100							
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.)Pa.	170,181	105,000	62,500		95,950	28,513	1.9	15	104							
Sept. 30, '71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530		4,500	32,185	2,182		100	100							
Sept. 30, '71	11.02	235	34	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215		100	100							
Sept. 30, '71	3.60			Malden and Melrose (Bkn)Mass.	60,246	200,000						100	100							
Sept. 30, '71	1.07			Marginal Freight (Boston)Mass.	1,040,556	600,000	500,000	36,328				100	100							
Sept. 30, '71	3.46			Medford & Charleat. (Bkn)Mass.	34,000	21,000	4,000		2,400	1,923		100	100							
Sept. 30, '71	0.21	48	16	Merrimac Valley.....Mass.	63,000	50,000			32,262			100	100							
Sept. 30, '71	43.10	958	326	Metropolitan (Boston).....Mass.	1,705,566	1,260,000	455,566	55,566	905,068	153,192	10	100	100	624						
Sept. 30, '71	15.90	290	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,221	222,408	42,125	3	100	100							
Sept. 30, '71	1.75			Mohawk and Illion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100							
Sept. 30, '71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000		117,331	5,756		100	100							
Sept. 30, '71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000		5,059	7,897	293		100	100							
Sept. 30, '71	8.00	52	17	North 2d St. & Middle Vil. N. Y.	154,343	133,600		15,350	41,951	5,981		100	100							
Sept. 30, '71	2.74	7	1	North Woburn (Boston).....Mass.	32,000	20,800	8,000	2,008	1,920			100	100							
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.)Pa.	121,805	130,000	67,000	6,375	49,098	708	50	50	50							
Dec. 31, '71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	548,000	76,700	195,357	37,874		100	100							
Sept. 30, '71	14.40	102	27	Park Avenue (Brooklyn)N.Y.	281,263	118,500	188,000		30,051	898		100	100							
Dec. 31, '71	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100							
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton).....Pa.	138,250	125,500			33,703	6,601	2.6	100	100							
Oct. 31, '71	12.02	403																		





## NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Interest Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Interest Payable.	WHEN PAY- ABLE.	Market Price.
<b>National Securities Nov. 1, 1872.</b>											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	109 1/2	Massachusetts—(\$30,712,882):					
.. coupon	13,955,000	5	"	1874	110	.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
Loan of February 8, 1861.....registered	13,737,000	5	Jan. & July.	1880	116	.. State (public works) scrip.....	384,000	5	June & Dec.	'72-'77	....
.. coupon	4,878,000	5	"	1880	116 1/2	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	107 1/2
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78	98 1/2
Loan of July 17, and Aug. 5, 1861.....registered	125,374,450	5	Jan. & July.	1881	116	.. Coast Defense Loan, 1863.....	588,000	5	"	1883	98 1/2
.. coupon	63,948,750	5	"	1881	116 1/2	.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98 1/2
Loan of Feb. 25, 1862 (5-20s).....registered	82,561,100	5	May & Nov.	1882	112 1/2	.. Bounty Loan, 1864, \$282,600 stg.....	4,000,744	5	"	1894	....
.. coupon	286,175,500	5	"	1882	112 1/2	.. War Loan (5-20), cur. 1860.....	2,551,500	5	Mar. & Sept.	1886	....
Loan of March 3, 1863.....registered	53,448,550	5	Jan. & July.	1881	116	.. R. R. & Hoosac T. bonds, \$1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. coupon	21,551,450	5	"	1881	116 1/2	.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	"	'90-'95	....
Loan of March 3, 1864 (5-20s).....registered	2,298,000	5	May & Nov.	1884	112 1/2	.. Loan (B. H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
.. coupon	33,398,400	5	May & Nov.	1884	112 1/2	Michigan—(\$2,332,293):					
Loan of June 30, 1864 (5-20s).....registered	36,568,100	5	"	1884	112 1/2	.. Canal Bonds, 1859.....	81,000	5	Jan. & July.	1879	....
.. coupon	36,748,450	5	"	1885	111 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	5	"	1873	....
.. 2d series (5-20s).....registered	119,867,400	5	Jan. & July.	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	431,000	5	"	1878	....
.. coupon	69,036,650	5	"	1885	112 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	5	"	1885	....
.. 3d series (5-20s).....registered	90,771,100	5	Jan. & July.	1885	114 1/2	.. Renewal Bonds, 1865.....	463,000	7	May & Nov.	1890	....
.. coupon	225,740,250	5	"	1885	114 1/2	.. Bounty (War) Bonds, 1866.....	160,000	5	Jan. & July.	1878	....
.. 4th series (5-20s).....registered	13,899,500	5	Jan. & July.	1887	115 1/2	Minnesota—(\$350,000):					
.. coupon	25,042,900	5	"	1887	115 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	....
Loan of March 3, 1864, (10-40s).....registered	33,419,850	5	Mar. & Sept.	1904	108 1/2	.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. coupon	55,147,450	5	"	1904	108 1/2	.. Railroad Bonds (suspended) 1858.....	2,275,000	....	June & Dec.	1883	....
Consols of July 14, '70 & Jan. 20, '71.....registered	127,435,450	5	F. M. A. & N.	1881	110	Missouri—(\$17,669,000):					
.. coupon	72,564,550	5	"	1881	111	.. State Bonds, proper, 1865-'68.....	439,000	5	Jan. & July.	'82-'90	68 1/2
Consols .. .. registered	....	4 1/2	F. M. A. & N.	1880	....	.. Railroad Loans Bonds, 1854-'60.....	1,589,000	5	"	'87-'88	....
.. coupon	....	4 1/2	"	1880	....	.. S. W. Br. of Pacific R. R. bonds, guar.	14,498,000	7	"	'74-'90	96 1/2
Consols .. .. registered	....	4 1/2	F. M. A. & N.	1901	....	.. State Bonds, funding, 1867-'68.....	2,727,000	6	"	'76-'91	....
.. coupon	....	4 1/2	"	1901	....	Nevada—(\$600,000):					
Dem. Cer. of Mar. 2, '87, and July 25, '88.....	5,030,000	3	"	1901	....	.. State Bonds, for floating debt.....	600,000	10	Mar. & Sept.	'72-'87	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	Dem.	....	....	New Hampshire—(\$2,405,400):					
Certificates of Indebtedness 1870.....(cur.)	678,000	3	Irred.	1875	....	.. War Loan Bonds, July 1, 1861.....	812,000	5	Jan. & July.	'71-'78	....
Pacific R. R. Bonds.....(currency)	64,623,512	5	Irred.	1875	....	.. War Loan Bonds, July 1, 1864.....	900,000	5	Mar. & Sept.	'84-'89	97 1/2
U. S. Notes and Fractional Currency.....	402,969,6.3	nd.	Irred.	1875	....	.. War Loan Bonds, Oct. 1, 1866.....	750,000	5	April & Oct.	'72-'74	....
<b>State Securities, latest dates.</b>											
Alabama—(\$15,42,000):						New Jersey—(\$2,890,200):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'88-'92	....	.. War Loan Bonds, 1861, tax free.....	1,200,000	5	Jan. & July.	'73-'84	....
.. Bonds (new), 1866, '68 and '72.....	2,386,000	5	Jan. & July.	'86-'92	85	.. War Loan Bonds, 1863, tax free.....	1,002,000	5	"	'86-'96	....
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	"	'90-'91	80	.. War Loan Bonds, 1864, tax free.....	584,400	5	"	'97-'02	....
.. Railroad Bonds endorsed, 1870 and '71..	13,000,000	8	"	'90-'91	....	New York—(\$38,121,000):					
Arkansas—(\$ 0,500,000):						.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	....
.. Funded Bonds, 1869 and '70.....	2,850,000	5	Jan. & July.	'99-'00	....	.. General Fund Stock.....	800,000	5	"	1878	....
.. Levee Bonds, 1871.....	2,185,000	7	"	1901	....	.. General Fund Stock.....	348,107	5	"	pleas.	....
.. Deficiency Bonds, 1872.....	300,000	7	"	1882	....	.. General Fund Stock.....	1,189,780	5	"	pleas.	....
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91	....	.. Canal Stock.....	1,106,420	5	"	1874	....
California—(\$3,31,500):						.. Canal Stock.....	7,409,060	5	"	'72-'78	....
.. Civil Bonds 1857 and '60.....	2,193,000	7	Jan. & July.	'77-'86	....	.. Canal Stock.....	2,572,000	5	"	'74-'76	108
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	"	'83-'85	....	.. Canal Stock.....	880,000	5	"	1877	....
.. State Capital Bonds, 1871.....	250,000	7	"	1891	....	.. Bounty Loan Bonds, 1867, registered..	20,675,000	7	Jan. & July.	1877	107 1/2
Connecticut—(\$5,767,300):						.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	....	"	1877	106 1/2
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871	....	North Carolina—(\$29,900,045):					
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	5	"	'83-'84	93	.. State (old) Bonds 1848 to 1860.....	4,733,000	5	Jan. & July.	'72-'92	85
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874	....	.. State (old) Bonds 1848 to 1860.....	3,689,000	5	April & Oct.	'72-'92	....
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	"	1885	....	.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'92-'93	20
Florida—(\$7,728,865):						.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'92-'96	....
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888	....	.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	28
.. Bonds, 1868-'69.....	191,000	5	Various.	'93-'99	....	.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	27
.. Bonds, 1871.....	210,000	5	Various.	1901	....	.. Special Tax Bonds.....	11,407,000	5	"	'95-'99	14
.. Loan to Jack. Pens., & Mob. R.R., 1870	4,000,000	5	Jan. & July.	1900	....	Ohio—(\$9,022,721):					
Georgia—(\$10,494,500):						.. Loan of 1860 Bonds, skg f'd.....	882,894	5	Jan. & July.	1870	....
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	5	Various.	'72-'74	....	.. Loan of 1860 Bonds, skg f'd.....	1,000,000	5	"	1875	....
.. Bonds for W. & Atl. R.R. 1842 and 1848.	276,500	5	Various.	'72-'74	85	.. Loan of 1860 Bonds, skg f'd.....	1,495,309	5	"	1881	....
.. Bonds for Atl. & Gulf R.R., '53, '59, '60 & '61	600,000	5	Feb. & Aug.	'73-'81	....	.. Loan of 1860 Bonds, skg f'd.....	2,400,000	5	"	1890	....
.. Bonds for Atl. & Gulf R.R., 1866.....	200,000	5	"	'81-'86	....	Oregon—(\$290,627):					
.. Bonds of Act of March 12, 1866.....	3,900,00	5	Jan. & July.	1886	....	.. Bounty and Relief Bonds of 1864.....	90,627	7	Jan. & July.	'74-'84	....
.. Bonds of Acts of Sept. and Oct. 1870..	4,880,000	5	Various.	1890	....	.. Willamette Canal & Lock Bonds of 1870	200,000	7	"	1890	....
.. Railroad endorsements, to July 1872..	12,000,000	7	Various.	'90-'92	....	Pennsylvania—(\$2,272,956):					
Illinois—(\$2,133,624):						.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Interest Bonds, inscribed stock, 1847....	971,834	5	Jan. & July.	1878	....	.. Loan of Feb. 1867 (5-10s).....	3,786,550	5	"	'72-'77	102
.. Refunded Stock Bonds, 1859.....	348,000	5	"	'77-'78	....	.. Loan of Feb. 1867 (5-10s).....	90,400	5	"	'77-'82	....
.. Thornton Loan Bonds, 1861.....	102,000	5	"	1880	....	.. Loan of Feb. 1867 (6-10s).....	7,890,550	5	"	'77-'82	106 1/2
.. War Loan Bonds, 1861.....	417,000	5	"	1880	....	.. Loan of Feb. 1867 (10-15s).....	723,950	5	"	'82-'92	....
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881	....	.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	"	'82-'92	109
Kansas—(\$1,336,675):						.. Inclined Plane Loan, of April 1849....	400,000	5	April & Oct.	1879	....
.. State Bonds (various) 1863 to 1864.....	110,675	5	Jan. & July.	'83-'84	....	.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....	.. (old).....	....	5	"	'77-'78	....
Kentucky—(\$2,750,510):						.. (old).....	....	4 1/2	Jan. & July.	1882	....
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	1873	....	Rhode Island—(\$2,770,000):					
.. State Bonds, 1840 to 1851.....	653,000	5	April & Oct.	'71-'72	....	.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'79-'84	....	.. of Jan. 1863.....	200,000	5	April & Oct.	1893	....
Louisiana—(\$21,214,800):						.. of June 1863.....	602,000	5	Jan. & July.	1893	....
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	5									

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	680,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	96
Albany and Susquehanna:							2d Mortgage sinking fund.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	98	Buffalo, New York & Phila.:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	95	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	....	Burlington, Cedar Rapids & Minn.:						
Albany Loan.....	1,000,000	6	" "	Albany.	1885	....	1st Mortgage coin or stg skg f'd..	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89 1/2
Alexandria and Fredericksburg:							Burlington and Missouri River:						
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Land and R. R. Mortgage.....	5,068,350	7	April & Oct.	Boston.	1893	96
Allegheny Valley:							Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
General Mortgage.....	4,000,000	7 1/2	March & Sept.	New York.	1896	94	Stock Bonds pref. 2d lien.....	1,200,000	8	" "	" "	1878	110
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....		Stock (common) Bonds.....	980,000	3	April & Oct.	" "	1879	....
Androscongon:							Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Stock (common) Bonds.....	1,377,840	8	" "	" "	1889	....
Arkansas Central (narrow gauge):							Burlington & Mo. Riv. in Neb.:						
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	70	1st Mortgage convertible.....	5,587,971	8	Jan. & July.	Boston.	1894	100 1/2
Atchafalpa and Nebraska:							Burlington and Southwestern:						
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	....
Atchafalpa, Topeka and Santa Fe:							Cairo and Fulton (Arkansas):						
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87 1/2	1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	Cairo and St. Louis (3 ft. gauge):						
Atlanta and Richmond Air Line:							1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	....	Calo and Vincennes:						
Atlantic and Great Western:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	Camden and Atlantic:						
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	1st Mortgage of 1883.....	490,000	7	Jan. & July.	Camden.	1873	101
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort. (skg f'd) for \$2,750,000..	....	7	" "	New York.	....	
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg f'd) d for \$9,000,000	....	7*	Jan. & July.	New York.	1906	....
1st Mort. (gold) for \$5,000,000..	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (O.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000..	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina.							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1878	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	97
Atlantic and Pacific:							Chattel Mortgage.....	208,850	10	" "	" "	'80-'89	....
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota (I. C.):						
1st Mortgage (sterling) of 1853..	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	83
2d Mortgage (sterling) of 1864..	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	....
3d Mortgage (sterling) of 1871..	712,982	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, Portland Loan.....	787,000	6	" "	N.Y. & Bost'n.	1871	....	1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....
Bald Eagle Valley:							1st Mortgage 2d Div. \$10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 3d Div. \$16,000 p. m.	2,382,000	7	May & Nov.	" "	1910	83 1/2
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central Branch Union Pacific:						
Baltimore and Ohio:							1st Mort. (Atch. & Pike's Peak)....	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1855-'75.....	863,250	6	Jan. & July.	Baltimore.	1875	97 1/2	2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1850-'80.....	579,500	6	" "	" "	1880	96 1/2	Central of Georgia:						
Loan of 1852-'56.....	1,710,500	6	April & Oct.	" "	1885	94	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1855-'90 (Balt.) skg f'd..	3,645,683	6	Jan. & July.	" "	1890	....	Central of Iowa:						
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1896	....	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mort. (N. W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	" "	1901	90 1/2
3d Mort. (N. W. Va. R.R.) assumed	140,000	6	" "	" "	1885	92	Central of New Jersey:						
Baltimore and Potomac:							2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	New Mortgage for \$5,000,000....	4,824,000	7	Feb. & Aug.	" "	1890	102 1/2
1st Mortgage (R. R.) gold guar..	3,500,000	6*	April & Oct.	" "	1911	....	Loan of Leb. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Bangor and Piscataquis:							Central Ohio (B. & O.):						
1st Mortgage (Bangor loan).....	605,000	6	April & Oct.	Bangor.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85 1/2
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Pacific of California:						
Bay City and East Saginaw:							1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
Bedford and Bridgeport:							State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mortgage.....	600,000	8	April & Oct.	Philadelphia.	1891	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belfast and Moosehead Lake:							1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (S. Fr. Okld & Ala.)..	1,500,000	6*	" "	San Francisco	1890	....
Belleville and Southern Illinois:							1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mort. guar. by St. L. & T.H.	1,100,000	8	April & Oct.	New York.	1896	....	Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Beloit and Madison (C. & N.W.):							Charleston and Savannah:						
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
Belvidere Delaware:							Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
1st Mortgage (guar. by C. & )	1,000,000	6	June & Dec.	New York.	1877	92	Charlotte, Columbia & Augusta:						
2d Mortgage (A. Co. and )	495,500	6	March & Sept.	Princeton.	1885	84 1/2	1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	81	Charters:						
Bine Ridge, (S. Car.):							1st Mort., guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund Chester and Tamaroa: 1st Mortgage.....	\$.....	10	May & Nov.	St. Louis.	1877	....	Cinc. & Indiana (Ind. C. & La.F.): 1st Mortgage guaranteed..... 2d Mortgage guaranteed.....	\$500,000 1,500,000	7	June & Dec. Jan. & July.	New York.	1892 " " 77-87	....
Chester Valley: 1st Mortgage (in default).....	600,000	7*	May & Nov.	New York.	1901	....	Cinc. Richmond & Fort Wayne: 1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Chicago and Alton: 1st Mortgage, pref. sinking fund. 1st Mortgage.....	256,000 2,400,000	7 7	May & Nov. Jan. & July.	New York. " "	1877 1893	100 103	Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	....
2d Mortgage Income.....	1,100,000	7	Jan. & July.	" "	1883	94	1st Mort. (San. Day. & Cin.) S.F. 1st Mort. (San. City and Ind.)..	988,000 350,000	6 7	Feb. & Aug. March & Sept.	Boston. " "	1900 1877	....
1st Mort. (St. L. J. & C.) assumed 2d Mort. ( " )	664,000 188,000	7 7	Jan. & July.	" "	1894 1898	....	Cincinnati and Springfield: 1st Mortgage for \$2,000,000 (guar) Cincinnati and Terre Haute:	..... .....	7 7	April & Oct. " & "	New York. New York.	1901 1901	....
Chicago, Burlington and Quincy: Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	113	1st Mort. (Ind. Div.) for \$6,000,000 Cincinnati, Wabash and Mich.: 1st Mortgage for \$16,000 p. m....	..... .....	7 7	Jan. & July.	New York.	1891	....
Trust Mortgage, skg fund conv. Trust Mortgage (Burl. to Peoria) 2d Mort. (Northern Cross) gold..	150,000 400,000 941,000	8 8 4 1/2	" " April & Oct. July.	" " Frankfort. New York.	1888 1890 1902	....	Clev. Col. Cin. & Indianapolis: 1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	100
Loan of 1872.....	788,000	8	Jan. & July.	" "	1878	....	1st Mort. (C. U. and C. R. R.) 1st Mort. (Bell. and Ind. R.R.)..	323,000 616,000	7 7	June & Dec. Jan. & July.	" " " "	71-84 70-96	....
1st Mort. (Am. Cen. R.R.) guar. 1st Mort. (Peo. & Han.) guar.....	600,000 1,000,000	8 8	" " April & Oct.	" " " "	1878 1879	....	Clev. & Mahoning (A. & Gt. Wtn.): 1st Mortgage 1855.....	650,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Keok. & St. Paul) guar. 1st Mort. (Dix., Peo. & Han.) guar. 1st Mort. (Car. & Burl.) guar.....	800,000 600,000 800,000	8 8 8	Jan. & July. Jan. & July. May & Nov.	" " " " " "	1889 1879 1890	95 100 100	3d Mortgage (sinking fund) 1856 1st Mort. (Branch) 1863.....	487,900 71,000	7 7	March & Sept. Jan. & July.	" " " "	1876 1873	....
1st Mort. (Quincy & War.) guar. 1st Mort. (O. O. & Fox Rv.) guar. 1st Mort. (Ill. Gr. Trunk) guar.	600,000 1,200,000 980,000	8 8 8	Jan. & July. Jan. & July. April & Oct.	" " " " " "	1890 1900 1890	101	Clev. Mt. Vernon and Delaware: 1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Chicago, Cincinnati and Louiv.: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	Cleveland and Pittsburg (Pa. Co.): 1st Mortgage (now 1st) Mortgage guar.....	790,500 1,358,000	7 7	March & Sept. May & Nov.	New York.	1873 1875	95
Chicago, Clinton & Dubuque: 1st Mort. guar. C., B. & Q.....	1,500,000	8	Jan. & July.	Boston.	1896	80	2d (now 2d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	84
Chicago, Danville and Vincennes: 1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	4th (now 3d) Mortgage guar.....	628,000	7	May & Nov.	" "	1900	95
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	....	Consol. sinking fund guar.....	.....	.....	.....	.....	.....	....
Chicago, Dubuque & Minnesota: 1st Mortgage guar. \$25,000 p. m. Chicago and Illinois Southern: 1st Mortgage for \$19,000 p. m....	..... ..... .....	8 8 8	June & Dec. March & Sept.	Boston. New York.	1896 1900	80 ....	Colebrookdale: 1st Mort. guar. by Ph. and Rdg. Colorado Central (3 ft. gauge):	584,700 225,000	6 8	June & Dec.	Philadelphia. Boston.	1896 1890	....
Chicago and Iowa: 1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st Mortgage.....	.....	.....	.....	.....	.....	....
Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar. C. & N.W. 3d Mort. (now 2d) guar. C. & N.W.	592,000 218,000	7 7	Jan. & July. Feb. & Aug.	Boston. New York.	1880 1892	....	Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,344,750 3,679,900	7 7	April & Oct. Feb. & Aug.	New York. " "	1908 1909	86 74
Chicago and Northwestern: Preferred sinking fund (193 m.). Funded coupons (193 m.).....	1,245,500 758,000	7 7	Feb. & Aug. May & Nov.	New York. " "	1885 1883	98 104	2d Mortgage Consol. skg fund.....	.....	.....	.....	.....	.....	....
General 1st Mortgage (193 m.) .. Appleton Ext. (25 m. & 76,000 ac.) Green Bay Ext. (26m & 76,000 ac.)	3,588,000 182,000 300,000	7 7 7	Feb. & Aug. " " " "	" " " " " "	1885 1885 1885	99 .... ....	Columbus, Springfield and Cin.: 1st M. (assumed by Cinn. S. & C.) Columbus and Hocking Valley:	1,000,000 1,500,000	7 7	March & Sept. April & Oct.	New York. New York.	1901 1897	....
Equipm't (Engs. & Cars \$400,000) 1st Mort. (Gal. & Chic. 248 m.) .. 2d Mort. (Gal. & Chic. 248 m.) ..	101,000 1,785,000 948,000	7 7 7	April & Oct. Feb. & Aug. May & Nov.	" " " " " "	1874 1882 1875	....	1st Mortgage skg fund..... 1st Mortgage (Branch).....	200,000 1,000,000	7 7	Jan. & July. April & Oct.	" " " "	1890 1891	....
Miss. Riv. Bridge ( " )..... Elgin & State Line ( " )..... 1st Mort. (Peninsula 70m. & land) Consol. skg fund (C. & N.W. R'y) Equipm't (Eng. & Cars \$2,750,000)	135,000 767,000 2,550,000 275,000	7 7 10 10	Jan. & July. March & Sept. F. M. A. & N. May & Nov.	" " " " " " " "	1878 1898 1915 1871	....	General Mortgage..... Columbus and Xenia: 1st Mortgage, guar. by Pa. Co....	..... 302,000	7 6	April & Oct. March & Sept.	" " New York.	1891 1890	....
1st Mort. (Madison Exten.) gold 1st Mort. (Menominee Ext.) gold 1st Mort. (Chi. & Mil. R.R.) guar. 2d Mort. (Mil. & Chi. R. R.) guar. 3d Mort. ( " ) guar.....	3,150,000 2,700,000 182,000 10,500	7 7 7 7	June & Dec. May & Nov. Feb. & Aug. June & Dec.	" " " " " " " "	1911 1874 1874 1898	....	Notes payable, conv. at par..... 1st Mort. (Massawippi) guar. gold Connecticut River: 1st Mortgage skg fund.....	448,100 594,000 400,000 250,000	6 6 6 7	June & Dec. " " Jan. & July. March & Sept.	Boston. " " " " Boston.	1876 1876 1889 1878	94 100 ....
1st Mort. (Bel. & Mil. R. W.) guar. 1st Mort. (Bel. & Mil. R. W.) guar. 1st Mort. (Bel. & Mil. R. W.) guar. 1st Mort. (Bel. & Mil. R. W.) guar. 1st Mort. (Bel. & Mil. R. W.) guar.	1,135,000 333,000 ..... .....	7 7 7 7	Jan. & July. " " June & Dec.	" " " " New York.	1898 1888 1902	93 ....	Connecticut Valley: 1st Mortgage..... Connecticut Western: 1st Mortgage for \$2,500,000.....	1,000,000 2,008,500	7 7	Jan. & July.	New York. Hartford.	1901 1890	....
Chicago & Northern Pac. Air-L.: 1st Mort. (skg f'd gold \$25,000pm) Chicago & Mich. Lake Shore: 1st Mort. of Sept. 1, '89, \$16,000pm 1st Mort. of Nov. 1, '71, \$16,000pm	..... 1,350,000 .....	7 8 8	June & Dec. May & Nov. March & Sept.	New York. New York.	1902 1889 1891	....	Connecting (Philadelphia): 1st Mort. A B C D & E \$200,000 each Cooperstown and Susq. Valley: 1st Mortgage.....	1,000,000 100,000	6 7	March & Sept.	Philadelphia.	1.2.3.4. 1889	86
Chicago, Omaha and St. Joseph: 1st Mortgage for \$5,000,000.....	.....	8	April & Oct.	New York.	1901	....	Cowaneseque Valley: 1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Chicago and Paducah (C. B. & Q.): 1st Mortgage \$25,000 p. m. gold.. Chi., Pekin & Southw. (C. B. & Q.): 1st Mortgage for \$1,500,000 gold. Chicago, Rock Island and Pacific: 1st Mortgage (C. & R. I.) balance 1st Mort. skg fund (C. R. I. & Pac.) Chi. & Southw. (C. R. I. & Pac.): 1st Mort. gold, tax free, guar.....	..... ..... 700,000 104,000 8,600,000 5,000,000	7 7 7 7 7 7	Feb. & Aug. Jan. & July. " " Jan. & July. May & Nov.	Boston. New York. " " New York.	1901 1870 1896 1889	.... 102 107	2d Mortgage..... Cumberland & Penn. (Consol. Coal): 2d Mortgage, sinking fund..... Cumberland Valley: 1st Mortgage.....	200,000 709,000 161,000 109,500 81,800	7 7 8 8 8	Jan. & July. March & Sept. May & Nov. April & Oct. " "	New York. New York. " " Philadelphia. " "	1890 1891 1888 1904 1908 1884	....
1st Mort. gold, tax free, guar..... 1st Mortgage gold, Atchison Br. Chicago & Wisconsin Midland: 1st Mort. g'd skg f'd for \$41,000,000 Chicago and Superior: 1st Mortgage (Mad. & Portage) g'd 1st M. (Chi. & Sup.) g'd \$5,000,000 Chillicothe & Brunswick: 1st Mort. guar. by St. L. K.C. & W. Cincinnati, and Baltimore: 1st Mort. guar. by B. & O. & M. & C. Cincinnati, Hamilton and Dayton: 1st Mort. of 1853.....	1,000,000 ..... 600,000 ..... 500,000 274,000 1,250,000	7 7 7 7 7 7 7	June & Dec. Jan. & July. April & Oct. Jan. & July. Jan. & July. Jan. & July. May & Nov.	" " New York. New York. New York. New York. Baltimore. New York.	1901 1902 1900 1894 1880 1885 1877	....	2d Mortgage..... 3d Mortgage of 1867..... Cincinnati and Indianapolis June: 1st Mortgage.....	500,000 500,000 282,000 1,200,000	8 8 8 7	March & Sept. Jan. & July. June & Dec. Jan. & July.	" " " " " " New York.	1890 1888 1878 1885	....
2d Mortgage..... 1st Mortgage (Newcastle Br.) .. Cincinnati, Lafayette and Chi.: 1st Mortgage.....	798,000 250,000 1,000,000	7 7 7	March & Sept. June & Dec. March & Sept.	" " " " New York.	1893 1884 1891	....	Delaware (P. W. & Balt.): 1st Mortgage..... 1st Mortgage, guar..... 1st Mortgage extension..... Delaware State Loan.....	500,000 100,000 100,000 170,000	6 6 6 6	Jan. & July. " " " " " "	Philadelphia. " " " " " "	1875 1875 1880 1878	....
Cin. & Martinsville (C. & La.F.): 1st Mortgage guaranteed..... Cincinnati & Muskingum Valley: 1st Mortgage.....	400,000 1,500,000	7 7	Feb. & Aug. Jan. & July.	New York. New York.	1895 1901	....	Delaware, Lackawann & Western: 1st Mort. (Eastern Ext.)..... 2d Mort. (Del., Lack. & Wtn.)... Company B's (Del. Lack. & W.)..	1,111,000 1,633,000 5,000,000	7 7 7	April & Oct. March & Sept. June & Dec.	New York. " " " "	1876 1881 1892	100 95 90
Cincinnati, Richmond & Chicago: 1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....	Denver Pacific: 1st Mortgage gold, land grant... Denver & Rio Grande (3 ft. gauge): 1st Mort. gold, skg fund tax free. Des Moines Valley: 1st Mortgage (on 154 miles)..... 1st Mortgage Land grant.....	2,500,000 16,000pm 2,310,000 4,600,000	7 8 8 8	May & Nov. May & Nov. April & Oct. " "	New York. N.Y. L. & Ama. New York. " "	1899 1900 1877 1896	....

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Bel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$1,700,000	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	....
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$16,000 p. m. guar.	1,000,000	8	June & Dec.	New York.	1890	....	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
2d Mortgage.....	300,000	8	Jan. & Oct.	"	1891	....	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage (consolidation)....	3,000,000	8	April & Oct.	Boston.	1896	....	2d Mortgage.....	948,000	7	May & Nov.	"	1875	....
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	....
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....	Mississippi Bridge.....	200,000	7	"	"	1884	....
2d Mortgage.....	1,000,000	8	"	"	1875	....	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	"	1875	....	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
2d Funded Coup. (D. & M.R.R.)	375,734	7	"	"	1875	....	Gilman, Clinton & Springfield:						
1st & Ottawa R.R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	"	New York.	1873	....	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....
Detr. & Pontiac R. R. bonds.....	250,000	7	"	"	1878	....	Goshen and Deckertown:						
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	"	1886	....	1st Mortgage.....	228,500	7	Jan. & July.	New York.	1888	....
Detroit, Mon. & Tol. (L.S. & M.E.):							Grand Rapids & Indiana:						
1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1878	97	1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
Dubuque and Sioux City:							1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	....	Grand River Valley (Mich. C.):						
Dubuque Southwestern:							1st Mort., assumed by Lessees...	1,500,000	8	Jan. & July.	New York.	1886	....
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....	2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	"	1879	89
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	....	Grand Trunk (Ca.):						
Dunkirk, Warren & Pittsburgh:							Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....	Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"	....	....
Dutchess and Columbia:							Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Preference Bonds £2,838,385	14,191,875	5*	Jan. & July.	"	....	....
1st Mort. end. \$16,000 p.m. by Ala.	....	8	Jan. & July.	"	1890	....	2d Preference Bonds £1,835,765	8,428,825	4*	"	"	....	....
East Brandywine & Waynesburg:							Provincial Debent's £3,111,500	15,557,500	....		Ottawa.	....	....
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	Great Western of Canada:						
2d Mortgage	35,000	8	"	"	1873	....	Perpetual Debentures Stock.....	227,273	5	Jan. & July.	London.	perp.	....
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds....	1,384,117	4	"	"	'72-'73	....
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98	Common ( " ) Bonds.....	2,993,973	6	May & Nov.	"	'73-'76	....
East Tenn. & Georgia (E.T.V. & G.):							Common ( " ) Bonds.....	2,662,067	5	April & Oct.	"	'77-'78	....
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....	Common ( " ) Bonds.....	4,887	5	"	"	1881	....
East Tenn. & Vir. (E.T.V. & Ga.):							Common ( " ) Bonds.....	3,650,000	6	June & Dec.	"	1890	....
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mort., skg fund for \$3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....	1st Mortgage not guaranteed....	378,768	7	"	"	'81-'86	....
Eastern (Mass.):							Greenwich and Johnsonville:						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Loan of 1864-'74.....	750,000	6	Feb. & Aug.	Boston.	1874	97	Hackensack & New York Ext.:						
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....	1st Mortgage, \$10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....	Hannibal and Naples (T.W. & W.):						
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	....	1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	90
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	96	2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....
Loan of 1872-'82.....	1,600,000	7	"	"	1882	100	Hannibal & Central Missouri:						
Eastern Shore (Md.):							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	....
2d Mortgage.....	180,000	6	April & Oct.	"	1886	....	Hannibal and St. Joseph:						
Elizabethtown and Paducah:							Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	Missouri State Loan.....	1,500,000	10	"	"	'77-'88	....
Elmira and Williamsport (N. Cen.):							Six years Mortgage bonds (222m)	53,100	6	"	"	1872	....
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	96	Five years' notes (277 m.)...	139,300	8	Various.	"	1874	....
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	57	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	88
Erie Railway:							1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1897	104	1st Mort. (K. City & Cam. R.R. 55m)	1,200,000	10	Jan. & July.	"	1886	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	97	General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	....
3d Mortgage.....	6,000,000	7	"	"	1883	94	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1888	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	92	Harlem Extension:						
5th Mortgage convertible.....	928,500	7	June & Dec.	"	1888	94	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	"	1891	....	Harrisburg & Lancaster:						
Spring Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....	1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Consol. Mort. for \$30,000,000, g'd	3,000,000	7*	"	NY & London.	1920	96	Hartford and New Haven:						
Erie and Louisville:							1st Mortgage.....	754,000	6	Jan. & July.	Hartford.	1873	....
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....	Hartford, Providence and Fishkill:						
Erie and Pittsburgh (Penn.):							1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....	1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	"	Hartford.	1876	....
2d Mortgage.....	115,200	7	March & Sept.	"	1890	....	Holly, Wayne & Monroe (F & P M.)						
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	....	1st Mortgage guar. tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	....	Holyoke and Westfield:						
European & N. American (Me.):							1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Bangor City Bonds (50 m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....	Housatonic:						
1st L. M. & 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
Evansville and Crawfordsville:							2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....	3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	....
1st Mortgage.....	150,000	7	March & Sept.	"	1889	....	Houston and Texas Central:						
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	"	1881	....	1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Evansville, Henderson & Nashv.:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
Evansville, Terre Haute & Chi.:							2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	106
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....	3d Mortgage.....	180,000	7	May & Nov.	"	1885	....
Fall River, Warren & Providence:							Hudson Connecting (NY & OMid):						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....	1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Flint and Pere Marquette:							Huntingdon and Broad Top Mt.:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....	1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102
" 2d series (92,748 a.)	221,000	7	Jan. & July.	"	1887	....	2d Mortgage.....	287,500	7	Feb. & Aug.	"	1875	88
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	"	1888	....	3d Mortgage (Consol.).....	1,251,000	7	April & Oct.	"	1895	67
F. & Holly lease (S.F. 25,000 p. a.)	478,000	10	May & Nov.	"	1888	....	Illinois Central:						
Construction Loan.....	165,000	8	"	"	1876	....	Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	106
Florida:							Construction bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	....
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1899	....	Redemption bonds, currency....	2,500,000	6	"	New York.	1890	....
Flushing & North Side (L. I.):							Redemption bonds, sterling....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	1,025,000	7	May & Nov.	N.Y. & Lond.	1910	....	Indiana and Illinois Central:						
Fonda, Johnston & Gloversville:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Indiana North and South:						
Fort Scott, Humboldt & Western:							1st Mortgage for \$22,500 p.m. g'd	....	7*	April & Oct.	New York.	1901	....
1st Mortgage \$20,000 p. m.....	....	8	Jan. & July.	New York.	1891	....	Indianapolis, Blooming. & West.:						
Fort Wayne, Jackson & Sag.:							1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,500,000	8	Jan. & July.	"	1809	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1901	....	Indianapolis & Vincennes:						
Fort Wayne, Muncie & Cin.:							1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
1st Mortgage gold.....	1,800,000	7*	April & Oct.	Boston.	1899	....	2d Mortgage guar. by Pa. Co...	1,450,000	6	May & Nov.	"	1900	....
2d Mortgage.....	500,000	8	Jan. & July.	"	1896	....	International (Texas):						
							1st Mort. gold, skg fund tax free	16,000,000	7	April & Oct.	New York.	1901	....



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	.....	Sinking Fund Oct. 1, 1869.	\$1,800,000	7	April & Oct.	New York.	1879	103
1st Mortgage (C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	.....	Consol. registered July 1, 1870.	3,699,000	7	J. A. J. & O.	"	1890	100
1st Mortgage ( " ) of 1869	1,566,000	7	June & Dec.	"	1899	.....	Consol. coupon July 1, 1870.	1,381,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	"	1899	94
1st Mortgage		7	Jan. & July.	New York.	1916	.....	Sunbury July 1, 1854.	500,000	7	Jan. & July.	"	1874	.....
1st Mortgage	2,000,000	7	March & Sept.	"	1916	.....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	Jan. & July.	"	1890	96
1st Mortgage		7	April & Oct.	"	1916	.....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	93
2d Mortgage	1,000,000	7	"	"	1900	.....	1st Mort. (Junc. R.R.) Dec. 1, 1862	115,000	7	June & Dec.	"	1872	.....
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	.....	Skg Fund July 1, 1855 O. & Tol.	2,014,000	7	Jan. & July.	"	1885	102
Iowa Eastern:							Mort. April 1, 1866	884,000	7	April & Oct.	"	1886	98
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	.....	1st Mort. May 1, 1856 M. S. & N.I.	5,256,000	7	May & Nov.	"	1886	100
Iowa Falls & Sioux City (Ill. Cen.):							2d Mort. Oct 31, 1867	2,698,000	7	"	"	1877	98
1st Mortgage guaranteed.	2,960,000	7	April & Oct.	New York.	1917	.....	Mort. Nov. 1, 1858	100,000	7	May & Nov.	"	1873	.....
Iowa Midland (C. & N. W.):							Mort. July 1, 1862 Buff. & Erie.	280,000	7	Jan. & July.	"	1882	98
1st Mort., \$16,000 guar.		8	Feb. & Aug.	New York.	1900	105	Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	.....
Ironton (Penn.):							Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	94
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	.....	1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	97
Ithaca and Athens:							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	.....
1st Mortgage gold, skg fund.	600,000	7	Jan. & July.	New York.	1890	100	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	"	"	1887	.....
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	.....
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101	1st M. July 1, '68 (Kal. Atl. & Gr.R.)	840,000	8	"	"	1888	.....
2d Mortgage	500,000	8	March & Sept.	"	1888	.....	1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	"	"	1894	.....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	"	1890	.....	2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	.....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Ch.):						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	.....	1st Mortgage, guaranteed.	600,000	7	April & Oct.	Philadelphia.	1895	.....
James'n & Frank. (L.S. & M. So.):							Leavenworth, Lawr. & N. West'n:						
1st Mortgage guaranteed.	496,000	7	Jan. & July.	New York.	1897	.....	1st Mort. guar. by Fac. of Mo.:	355,000	7	Feb. & Aug.	New York.	1899	.....
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894	.....	Leaven, Lawrence & Galveston:						
Jefferson (Erie):							1st Mort. skg fund conv., gold..	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	86
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	.....	Lehigh and Lackawanna:						
2d Mort. ( " )	94,000	7	"	"	1889	.....	1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	.....
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889	.....	Lehigh Valley:						
Jeffersonville, Madison & Indian.:							1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	..	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910	.....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	104
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1882	.....	Lexington & St. Louis (P. of Mo.):						
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	"	1873	.....	1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	.....
Joliet and Chicago (C. & Alton):							Little Miami:						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	.....	1st Mortgage	1,474,000	6	May & Nov.	New York.	1893	.....
Joliet & Northern Ind. (Mich. C.):							Street Connection Bonds	500,000	6	Jan. & July.	"	1894	.....
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	.....	Little Rock and Fort Smith:						
Junction (Cin. & Indianapolis):							1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	.....
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	.....	Land Grant sinking fund	5,000,000	7	April & Oct.	"	1900	.....
2d Mortgage	798,000	7	March & Sept.	"	1893	.....	Little Schuylkill (Phila. & Rd.):						
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	"	1884	.....	1st Mortgage, guaranteed.	771,600	7	April & Oct.	Philadelphia.	1877	103
Junction, Philadelphia:							Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage, guaranteed.	500,000	6	Jan. & July.	Philadelphia.	1882	.....	1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	.....
2d Mortgage not guaranteed.	300,000	6	April & Oct.	"	1900	.....	Long Br. and Sea Shore (N.J. So.):						
Junction and Breakwater:							1st Mortgage guaranteed.	200,000	6	Jan. & July.	New York.	1899	.....
1st Mort. guar. by Delaware.	400,000	6	Jan. & July.	New York.	1890	.....	Long Dock (Erie):						
Kalamazoo, Allegan & Gr. Rapids:							1st Mortgage guaranteed.	3,500,000	7	June & Dec.	New York.	1892	96
1st Mort. assumed by L.S. & M. So.:	840,000	8	Jan. & July.	New York.	1888	.....	Long Island:						
Kalamazoo and Schoolcraft:							1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	.....
1st Mort. assumed by L.S. & M. S.:	100,000	8	Jan. & July.	New York.	1887	.....	1st Mortgage (Extension)	175,800	7	Feb. & Aug.	"	1890	.....
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	.....
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100	General Mortgage	775,000	7	"	"	1899	.....
Kalamazoo & White Pigeon:							Louisville & Miss. Riv. (Ch. & Al):						
1st Mort. assumed by L.S. & M. S.:	400,000	7	Jan. & July.	New York.	1890	.....	1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	.....
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cincinnati and Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.):	500,000	7	Jan. & July.	N. Y. & Bost.	1888	.....	1st Mortgage for Cincinnati Br.	3,000,000	8	Jan. & July.	New York.	1897	.....
2d Mort. ( " )	150,000	10	"	"	1878	.....	2d Mortgage for \$1,000,000	345,000	8	April & Oct.	"	1900	.....
1st Mort. (St. Jo. & CB. 78 m.) ev. t. fr.	1,400,000	10	March & Sept.	"	1892	.....	Cincinnati and Nashville:						
2d Mort. ( " )	539,500	8	June & Dec.	"	1874	.....	1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (Mo. Valley 130 m.):	1,500,000	7*	Feb. & Aug.	New York.	1893	.....	1st Mortgage (Memph. Br. 46.37m.).	139,000	7	May & Nov.	"	'72-'75	91
1st Mort. ( " )	1,000,000	7*	"	"	1893	.....	1st Mort. (Cle. Br. Ext. 73.2m.).	88,000	7	"	"	'80-'85	91
Consolidated Mort. (260m. loc. fr.	687,000	8	March & Sept.	"	1892	.....	Consol. M. for \$8,000,000 (392 m.).	6,647,000	7	April & Oct.	"	1898	92
Kansas City & Santa Fe (L.L. & G.):							Louisv. N. Al. & St. Lo. Air-Line:						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	.....	1st Mortgage gold, \$25,000 p. m.	2,875,000	7*	— & —	New York.	1901	.....
Kansas Pacific:							Macon and Augusta:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	.....
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	85	1st Mortgage not guaranteed	100,000	7	"	"	1890	.....
1st M. (3d Div. 244.86m. & 3,000,000m.)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102	Macon and Brunswick:						
1st Mortgage (1,000,000 acres) g'd	210,000	7*	March & Sept.	N. Y. & St. Lo.	1876	.....	1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	.....
1st Mortgage (2,000,000 acres) g'd	1,859,000	7*	May & Nov.	N. Y. & Lond.	1880	.....	1st Mort.	600,000	7	May & Nov.	"	1900	.....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1886	96	2d Mortgage	1,100,000	7	April & Oct.	"	1883	.....
2d Mortgage (Gov't Subsidy)	6,303,000	6	"	U. S. Treas.	1895-97	.....	Equipment Mortgage	150,000	7	"	"	1879	.....
2d Mortgage (Income)	4,275,359	7	March & Sept.	"	1916	.....	Macon and Western:						
Keat County (Del.):							1st Mortgage of Oct. 1870.	150,000	7	April & Oct.	.....	1880	.....
1st Mortgage for \$600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
1st Mortgage (Cov. & Lex.) 1852.	123,000	7	March & Sept.	New York.	1872	.....	\$1,100,000 Loan, tax free.	746,300	7	Jan. & July.	"	1898	.....
2d Mortgage ( " ) 18.5	844,000	7	"	"	1883	.....	Bangor (T. & K.) Loan.	514,000	6	April & Oct.	"	1875	.....
1st Mortgage (Kent. Cen.) 1-65.	237,000	7	June & Dec.	"	1885	.....	Expansion (gold) Loan.	491,000	6	"	"	1900	.....
Keok, Iowa C. & Minn. (T.W. & W.):							\$1,100,000 (A. & Ken.) Loan.	1,100,000	6	Feb. & Aug.	"	'90-'91	.....
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	.....	1st Mortgage (Ken. & P.)	217,900	6	April & Oct.	Augusta.	1885	.....
Keokuk and St. Paul (C.B. & Q.):							Consolidated (F. & K.) Loan.	1,149,800	6	"	Boston.	1906	.....
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	.....	1st Mortgage (F. & K.)	300,000	6	"	"	1874	.....
Lackawanna & Bloomsb (D.L. & W.):							2d Mortgage ( " )	286,000	6	"	"	1870	.....
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	.....	1st Mortgage (L. & F.)	336,000	6	Jan. & July.	"	1870	.....
1st Mortgage (Extension)	400,000	7	March & Sept.	"	1885	.....	Bath (Androscoquin) Loan.	425,000	6	"	"	1891	.....
2d Mortgage	500,000	7	April & Oct.	"	1880	.....	Mansfield & Framing. (B.U. & F.):						
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	.....	1st Mortgage, guaranteed.	800,000	7	Jan. & July	Boston.	1889	89
Income Mortgage	250,000	7	Jan. & July.	"	1881	.....	Marietta and Cincinnati:						
La Crosse, Trempealeau & Prescott:							1st Mortgage, Sterling.	1,050,000	7*	Feb. & Aug.	London.	1891	.....
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	.....	1st Mortgage Dollar.	2,450,000	7	"	Baltimore.	1891	93
Laf., Blooming. & Miss. (T.W. & W.):							2d Mortgage Dollar.	2,500,000	7	May & Nov.	"	1896	87
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85	3d Mortgage Dollar.	2,540,000	8	Jan. & July.	"	1890	84
Laf., Muncie & Bloom. (T.W. & W.):							1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	.....
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	.....	Marietta and Pittsburg:						
Lake Sh. & Tuscawawas Valley:							1st Mortgage gold.	1,500,000	7*	Feb. & Aug.	Boston.	1896	.....
1st Mortgage gold	2,030,000	7*	April & Oct.	New York.	1901	.....	Marquette and Ontonagon						
Lake Superior & Mississippi:							Income Bonds	150,000	8	June & Dec.	Boston.	1875	.....
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's. & Ph.	1899	.....	Massachusetts Valley (C. & P. R.):						

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware :							Nashville and Chattanooga :						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	....	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N.ash.)						
Massillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington :							Naugatuck :						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston :							Newark & New York (Cen. N.J.) :						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville :						
Memphis and Little Rock :							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1880	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada :						
Michigan Air Line :							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E.D.V.) \$15,000pm.		8	Jan. & July.	Boston.	1890	....	Newburg & New York (Erie) :						
Michigan Central :							1st Mortgage for \$600,000.....	.....	7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	558,000	8	April & Oct.	New York.	1882	....	New H. Middle'tn & Williaman. :						
1st Mortgage, sinking fund conv.	2,208,500	8	"	"	1882	....	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	4,500,000	7	May & Nov.	"	1902	....	New Haven & Northampton :						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	Jan. & July.	"	1890	107	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. ( " ) guar.	500,000	8	March & Sept.	"	1879	99	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Kal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	....	New Jersey Sea United Compan's						
2d Mort. ( " ) guar.	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.) :						
Michigan Lake Shore :							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Midletown, Unionv. & W. Gap (E.)							New Jersey Southern :						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	75
Midland of Canada :							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1881	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1889	....
Midland Pacific :							New Jersey West Line :						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000.....	.....	7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul :							New London Northern (Vt. Cen.) :						
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	86	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North.						
1st Mort. (Iowa and Minn.).....	3,793,000	7	Jan. & July.	"	1897	89	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1870	90	2d Mortgage 1860, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	89	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	107	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P du Chien).....	1,315,000	7.5	"	"	1898	94	New Orleans, Mobile and Texas :						
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	....	1st M.(N.OtoT 227 m)skg fd....	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M.( " ) gold skg fd.	2,825,000	7	"	N.Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	....	2d Mortgage, endorsed by La..				New York.	1915	....
M. lw. Manitowec & Green Bay :							New York and Boston :						
1st Mortgage for \$2,500,000.....	.....	7	"	"	1891	....	1st Mortgage gold, for \$3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern :							New York Cent. & Hudson R. :						
1st Mortgage for \$13,000 p.m.....	.....	8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central).....	5,936,626	6	May & Nov.	New York.	1883	89
Mineral Point :							Bonds for debts as'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for R. & N. S't.( " )	76,000	6	May & Nov.	"	1883	....
Minneapolis & Duluth (L.S. & M.)							Bonds for R. R. stock ( " )	592,000	6	"	"	1883	....
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ( " )	162,000	6	"	"	1883	....
Minneapolis & St. L. (L.Sup. & M.)							Bonds of 1854 renewed ( " )	2,000,000	6	June & Dec.	"	1887	93
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western :							2d Mort. ( " ) S. F.....	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....	3d Mort. ( " )	180,000	7	May & Nov.	"	1875	....
Mississippi Central :							Bonds of '71, tax free (N.Y.C. & H)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$40,000,000..	.....	7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem :						
General Mort. for \$8,000,000 gold	.....	7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	99
Mississippi, Ouachita & Red Riv.							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	.....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	.....	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee :							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven :						
Consolidated Mort. Sept. of 1866.	1,151,600	8	Jan. & July.	"	'81-'93	....	1st Mortgage.....	1,069,500	7	April & Oct.	New York.	1875	....
Mississippi Valley and Western :							New York & Oswego Midland :						
1st Mortgage \$20,000 p. m.....	.....	8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska :							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1893	85
1st Mortgage gold, sinking fund.	.....	7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible ..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas :							New York, Providence & Boston :						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort.(Tubo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf :							General Mort. for \$1,000,000.....	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bos.	74	....	1st Mortgage gold, \$35,000 p.m.	.....	7*	April & Oct.	New York.	1902	....
Mobile and Girard :							Niles and New Lisbon :						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (R. H. & Erie)						
Mobile and Montgomery :							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.) :						
Mobile and Ohio :							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	3d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.) :						
Interest (sterling) bonds.....	755,040	6*	"	London.	1883	....	1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation).....	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1, 1869....	322,000	7	"	"	1899	....
Montclair (N. Y. & O. Mid.)							North Pennsylvania :						
1st Mortgage gold, guar.....	1,300,000	7*	March & Sept.	New York.	.....	....	1st Mortgage.....	2,225,000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage.....	400,000	7	"	"	.....	....	2d Mortgage.....	1,358,500	7	May & Nov.	"	1896	94
Income Mortgage.....	709,000	7	"	"	.....	....	Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	111
Montgomery and Euflala :							North Shore (L. I.) :						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
1st Mortgage not endorsed.....	300,000	8	June & Dec.	"	1900	....	Northern Central :						
Monticello :							1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	1885	93
1st Mortgage gold, tax free.....	420,000	8	April & Oct.	New York.	1910	....	2d Mortgage skg fd.....	2,500,000	6	Jan. & July.	"	1885	93
Monticello and Fort Jervis :							3d Mortgage skg fd.....	1,223,000	6	April & Oct.	"	1900	87
Morris and Essex (D. L. & W.)							3d Mortgage (Yk & Cumb.) guar.	600,000	6	Jan. & July.	"	'87	....
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	101	Consol. Mortgage gold.....	2,298,000	6*	"	"	1900	93
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	97	Income Mortgage conv.....	561,000	7	April & Oct.	"	1880	....
Convertible bonds.....	1,510,000	7	Jan. & July.	"	1900	90	Northern New Hampshire :						
Coupon bonds of 1871.....	2,900,000	7	Feb. & Aug.	"	1889	....	1st Mortgage.....	105,000	6	April & Oct.	Boston.	1874	....
							Northern New Jersey (Erie) :						
							1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	New York.	1878	....



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.5	Jan. & July.	New York.	1900	100	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	84½
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C&A):						
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	8	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.	150,000	7	"	"	1877	....	1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'70-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	....	2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.	200,000	8	"	"	1879	100½	Philadelphia and Reading:						
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Loan of 1868.	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Ohio and Mississippi:							Loan of 1870, convertible.	2,520,000	7	"	"	1890	....
1st Mortgage, (E. Div.).	2,050,000	7	Jan. & July.	New York.	1872	....	Mortgage Loan of 1857, conv.	113,000	6	"	"	1886	....
1st Mortgage, (W. Div.).	850,000	7	"	"	1872	....	Mort. Loans of 1843-44-45 & 49.	1,521,000	6	"	"	1880	95
2d Mortgage, (W. Div.).	534,000	7	"	"	1874	55	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	103
Income Mort., (W. Div.).	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1836 stg.	182,400	5*	Jan. & July.	London.	1880	....
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	95	Mortgage Loan of 1843 stg.	976,800	6*	"	"	1880	....
Consolidated Mort. (sterling).	101,850	7*	"	London.	1898	....	Mortgage Loan of 1836 stg.	110,400	7*	"	"	1872	....
Oil Creek and Allegheny River:							Mortgage Loan of 1836 stg.	177,600	7*	"	"	'74-'77	....
1st Mortgage (O. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated	5,500,000	7	June & Dec.	Philadelphia.	1911	102½
1st Mortgage (War. & Fkin.).	580,000	7	April & Oct.	"	1882	85½	Dollar registered	1,462,000	7	"	"	1911	108½
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	75	Mortgage Gold or stg coup.	4,000,000	6*	"	Phil. or Lond.	1911	....
Old Colony and Newport:							June 1, 1871.	624,000	6*	"	"	1911	....
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	95	Dollar coupon.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.	485,000	6	April & Oct.	"	1875	....	Philadelphia, Wilmington & Balt.:						
Plain Bonds.	1,450,000	7	Feb. & Aug.	"	1877	101	Mortgage Loan, convertible.	345,600	6	Jan. & July.	Philadelphia.	1884	....
Omaha and Northwestern:							Loan of 1866.	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000pm	.....	7.5	Jan. & July.	New York.	1901	....	Loan of 1867.	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.	.....	8	June & Dec.	Boston.	1896	87½	1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	89½	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
3d Mort.	598,000	8	May & Nov.	Richmond.	1873	90	1st Mort. (Ct. & Newk 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	83½	Pittsburg & Connellsville:						
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½	1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1898	98½
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.	1,000,000	6	"	"	1886	....
1st Mortgage.	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Osgo Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).	875,000	7	Jan. & July.	New York.	1912	104½
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series D).	875,000	7	April & Oct.	"	1912	....
1st Mortgage.	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).	875,000	7	May & Nov.	"	1912	....
Income Mortgage.	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).	860,000	7	Jan. & July.	"	1912	98½
1st Mortgage, guaranteed.	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).	860,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).	860,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.B. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100	2d Mortgage (Series J).	860,000	7	April & Oct.	"	1912	....
Owensboro' and Russellville:							2d Mortgage (Series K).	860,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.	.....	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).	860,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							3d Mortgage.	2,000,000	7	April & Oct.	"	1912	98½
1st Mortgage gold.	7,000,000	6*	Feb. & Aug.	New York.	1888	....	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.	3,000,000	7	Jan. & July.	"	1891	83	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	....
Income Bonds.	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.	700,900	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....	1st Mortgage for \$3,600,000.	.....	7	Jan. & July.	.....	1901	....
1st Mortgage (Len. Atch & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paduash and Memphis:							1st Mortgage gold, for \$1,800,000.	.....	7*	May & Nov.	New York.	1889	....
1st Mortgage gold for \$2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	.....	6*	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7*	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	.....	6*	May & Nov.	Boston.	1891	....
1st Mortgage gold.	1,200,000	7*	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie):							1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Linc. & Decatur (TW & W):							1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.	1,076,000	7	Feb. & Aug.	New York.	1900	85	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (UC of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	.....	7	March & Sept.	"	1891	....
1st Mortgage guaranteed.	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. C.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg fd.	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mortgage, guaranteed.	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
Peninsular Railway:							Poukeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.	800,000	7*	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Harr. to Pbg.)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½	Quincy, Alton and St. Louis:						
2d Mortgage ( " )	2,594,000	6	April & Oct.	"	1875	98	1st Mortgage gold.	850,000	7*	May & Nov.	Philadelphia.	1882	....
2d Mortgage ( " ) stg.	2,282,240	6*	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94	1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	99
State lien for \$17,500,000, skg fd	5,768,905	5	April & Oct.	Harrisburg.	'72-'90	....	Quincy & Warsaw (C. B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.	800,000	8	Jan. & July.	Boston.	1890	100½
1st Mortgage.	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.	850,000	7	March & Sept.	New York.	1882	....
1st Mortgage.	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	2d Mortgage						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensb.:							Somerset (Me. Central):						
1st Mortgage (W. & R. Skg Fund)	799,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund...	824,500	7	"	"	"	"	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H.) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G.) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free...	500,000	7	May & Nov.	Boston.	1880	60	Domestic (I.) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	1880	88	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. ( " ).....	17,500	6	"	"	1879	....	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island):	130,000	6	June & Dec.	"	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free...	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	102	2d Mort. ....	200,000	7	"	"	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000pm	8*	"	"	1900	97 1/2	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101	2d Mortgage for \$200,000....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	"	1894	90	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	90	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	80 1/2	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	80 1/2	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	South Shore (Mass.):						
St. Louis, Conn. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. L.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92	South Side, Va. (A.M. & O.):						
St. Louis, Jacksonv. & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 18, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91	2d preferred bonds.....	617,000	6	"	"	'84-'90	73
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	"	1898	....	3d preferred bonds.....	445,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.):	6,000,000	7	Jan. & July.	New York.	1901	60	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Des Moines:							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & I.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,000,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscooke) conv....	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg f'd. endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed....	195,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois St. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands):	2,023,000	7*	Jan. & July.	"	....	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & Lands) skg	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands:	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands:	3,000,000	7	"	"	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	1890	....	1st Mortgage.....	860,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	Summit Branch:						
Sand, Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	157,400	7	"	"	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N.Y. (DL & W):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage (W. Div.) 117 m...	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm	.....	6*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm	.....	6*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	94
Shamokin Valley & Pottav. (N. C.):							1st Mortgage (W. Div.) 117 m...	1,300,000	7	Feb. & Aug.	"	1896	88
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	81 1/2
Shesboryan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	....
1st Mortgage extension.....	694,000	8	April & Oct.	"	1886	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	87 1/2
Shenango and Allegheny:							Tom's River & Watert. (N. J. So.):						
1st Mortgage for \$1,000,000....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Shenango Valley (Ct.):							Troy & Bennington (T. & ):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, uar....	100,800	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1890	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1888	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	"	....	....	Convertible Bonds.....	648,000	7	"	"	1892	....



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western :													
1st Mort. (Tol. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	98	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	91
1st M. (L. Erie, W. & St. L. 187 m.)...	2,500,000	7	"	"	1890	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	96 1/2
1st Mort. (Gt. W. R. R. W. D. 100m.)....	4,000	10	April & Oct.	"	1868	....	2d Mort. ....	300,000	6	"	"	1890	96
1st M. (Gt. W. Rwy of '59, 181m.)...	2,500,000	7	Feb. & Aug.	"	1898	95	2d Mort. endor. by Wash. Co. ....	300,000	6	"	"	1890	85
1st Mort. (Quincy & Tol. 34 m.)....	500,000	7	May & Nov.	"	1890	90	2d Mortgage preferred.....	600,000	6	"	"	1895	85
1st Mort. (Ill. & So. Iowa 42 m.)....	300,000	7	Feb. & Aug.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	96 1/2
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	"	1878	....	<b>Western Pacific (Cen. Pac.):</b>						
2d Mort. (T. Wab. & Wt. 187 m.)....	1,500,000	7	"	"	1871	96	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	....
2d M. (Gt. W. Rwy of '59, 181m.)....	2,500,000	7	"	"	1893	88	<b>Western Pennsylvania (Penn.):</b>						
Equipment (Tol. & Wab. 75m.)....	600,000	7	"	"	1888	85	1st Mortgage (main line 57 m.)...	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. Mortgage (500 m.)....	2,700,000	7	F. M. A. & N.	"	1907	87	1st Mortgage (Pittsb. Br. 28 m.)...	1,000,000	6	Jan. & July.	"	1896	....
1st M. (Dec. & East St. L. 109m.)...	2,700,000	7	"	"	1900	90	<b>Western Union (M. &amp; St. P.):</b>						
<b>Troy, Salem &amp; Rutland (R. &amp; Sar.):</b>							1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	<b>West Jersey:</b>						
<b>Troy Union (and Depot):</b>							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1863.....	1,000,000	6	Jan. & July.	"	1896	96
2d Mortgage, guaranteed.....	180,000	6	"	"	1878	....	Consolidated mort. Apr. 1, 1869.	995,000	7	April & Oct.	"	1899	101 1/2
<b>Tuckerton:</b>							<b>West Wisconsin:</b>						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr. gold skg fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	....
<b>Union Pacific:</b>							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	25,237,000	6*	Jan. & July.	N. Y. & Bost.	1896-99	87 1/2	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	"	"	1896-99	....	<b>Wicomico and Pocomoke:</b>						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	"	1889	76 1/2	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	76 1/2	<b>Williamston and Tarboro':</b>						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
<b>Union Pacific (Central Div.):</b>							<b>Wilmington, Colum. &amp; Augusta:</b>						
1st Mortgage gold, tax free.....	1,000,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1896-7-8	....	<b>Wilm., Charlotte &amp; Rutherford:</b>						
<b>Union Pacific, S. Br. (M. &amp; K. T.):</b>							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car..	1,000,000	8	"	"	1897	....
<b>Union &amp; Titusville (O. C. &amp; A. Riv.):</b>							<b>Wilmington and Reading:</b>						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	98
<b>United Companies of New Jer.:</b>							2d Mortgage coupon or regis....	725,000	7	Jan. & July.	"	1902	85
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....	<b>Wilmington and Weldon:</b>						
Loan of 1875 (Joint Companies)....	675,000	6*	April & Oct.	Philadelphia.	1875	....	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.)....	300,000	6	Feb. & Aug.	New York.	1875	....	Currency Bonds.....	221,480	7	May & Nov.	"	1882	....
Loan of 1883 ("").....	450,000	6	"	"	1878	....	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1899	....
Loan of 1883.....	1,700,000	6	"	Philadelphia.	1883	93	<b>Wilmington and Western (Del.):</b>						
Loan of 1889.....	866,000	6	May & Nov.	Princeton.	1889	92	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	94 1/2	<b>Winona &amp; St. Peter (C. &amp; N. W.):</b>						
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87 1/2
Sterling Loan £360,000.....	1,800,000	6*	"	"	....	....	2d Mortgage \$12,000 p. m.....	1,566,000	7	May & Nov.	"	1890	....
Loan of 1888.....	154,000	6	"	"	1888	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	"	1916	....
Bond to State of New J. (N. J. Co.)	100,000	7	Feb. & Aug.	New York.	1887	....	<b>Wisconsin Central:</b>						
Bond to State of N. Jer. (U. C. Co.)	500,000	7	April & Oct.	Philadelphia.	1894	....	1st M. L. G. gold S. F. \$25,000pm	....	7*	Jan. & July.	Boston.	1901	....
Loan of 1894.....	2,000,000	6	"	"	....	....	<b>Worcester (Md.):</b>						
<b>Utica and Black River:</b>							1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	<b>Worcester and Nashua:</b>						
<b>Utica, Chen. &amp; Susq. Val. (D. &amp; H. C.):</b>							Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
1st Mortgage.....	....	7	"	"	....	....	Plain Bonds.....	75,000	6	"	"	1890	....
<b>Utica, Ithaca and Elmira:</b>							<b>CANAL BONDS.</b>						
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	<b>Chesapeake and Delaware:</b>						
<b>Vermont Central:</b>							1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	57 1/2	<b>Chesapeake and Ohio:</b>						
2d Mortgage consolidated.....	1,500,000	7	"	"	1891	20	Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st Mort. (Stan. Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78	Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890	....
Guar. Stock (Vt. & Cal. R. R.)....	795,500	8	June & Dec.	"	....	82	Preferred Bonds (next lien)....	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	"	1876-77	....	<b>Delaware Division (L. C. &amp; E.):</b>						
Equipment Mortgage.....	1,000,000	8	"	"	1889	80	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
<b>Vermont and Massachusetts:</b>							<b>Delaware and Hudson:</b>						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Convertible bonds, tax free.....	200,000	7	"	"	1879	100 1/2	gagere. { 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	"	1884	103 1/2
<b>Vermont Valley (Rutland):</b>							gistered. { 3d series, Jan. 1, 1871..	5,000,000	7	"	"	1891	102 1/2
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	<b>Delaware &amp; Raritan See U'd Co's</b>						
1st Mortgage.....	114,000	6	"	Boston.	1860	....	<b>Lehigh Coal and Navigation:</b>						
2d Mortgage.....	293,200	7	"	New York.	1859	....	Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87 1/2
<b>Vicksburg and Meridian:</b>							Mortgage Loan reg.....	2,010,000	6	F. M. A. & N.	"	1897	96
General { 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage (equip.) Loan, gold....	4,944,000	6*	June & Dec.	"	1897	92 1/2
2d series (blue).....	850,000	7	"	"	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	"	1894	95
3d series (black).....	154,000	7	"	"	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	82
4th series (not end.)....	1,273,000	7	April & Oct.	"	1880	....	<b>Monongahela Navigation:</b>						
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....	1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
<b>Vineyard:</b>							<b>Morris and Banking:</b>						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	95
<b>Virginia &amp; Tennessee (A. M. &amp; O.):</b>							2d Mortgage.....	285,000	6	"	"	1876	....
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	98	Boat Loan, sinking fund.....	236,965	7	"	"	1885	92
Enlarged Mortgage.....	990,000	6	"	"	1884	78 1/2	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
4th Mortgage.....	846,000	8	March & Sept.	"	1900	91	<b>Pennsylvania:</b>						
Registered Certificates.....	123,208	8	Jan. & July.	"	1871-75	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	74 1/2
Funded Interest.....	204,200	8	"	"	1880	....	1st Mortgage (W. Val. Can.)....	600,000	6	"	"	1878	....
Income Mortgage (fundable)....	112,500	8	"	"	1866	....	1st Mortgage (Erie Canal).....	743,654	7	"	"	1865	....
<b>Wallkill Valley (Erie):</b>							Interest Bonds (Erie Canal) 1850	161,960	7	"	"	1873	....
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	....	<b>Schuylkill Navigation (Ph. &amp; Rdg):</b>						

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running date (—) signifies "not ascertained."

Years ending.	Railroad.			Rolling Stock.			Property and Assets.			Abstract of General Balance Sheet.				Operations.			Earnings.			Value of Shares.					
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.			Liabilities.				Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Market.	
											Stocks.	Bonds.	Accounts.	Surplus Income.	Stocks.	Bonds.	Accounts.								Surplus Income.
May 31, 1871	60.2			1,512.0	3	3	3	56	Adirondack	3,103,000			3,763,000	830,000	1,851,288	3,022,705	60.2	41,254	22,194	22,800	77,954	12,769		100	
Sept. 30, 1871	126.0			14.8	13	20	20	400	Alabama and Chattanooga	10,000,000			2,100,000	7,880,000	2,600,000	296.0	296.0	296.0	296.0	296.0	296.0	296.0	296.0	296.0	100
June 30, 1872	81.3			4.6	13	20	20	101	Alabama	3,000,000			3,250,000	3,250,000	83,440	104.0	104.0	104.0	104.0	104.0	104.0	104.0	104.0	104.0	100
Sept. 30, 1871	142.0			58.6	31	24	24	740	Albany and Susquehanna	9,500,000			3,250,000	3,250,000	83,440	104.0	104.0	104.0	104.0	104.0	104.0	104.0	104.0	104.0	100
Oct. 31, 1871	132.0			44.0	40	32	32	1,060	Alexandria and Fredericksburg	9,147,216			2,250,000	2,250,000	867,444	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	100
Nov. 30, 1871	132.0			31.3	10	2	2	22	Allegheny Valley	1,067,287			867,444	867,444	867,444	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	100
Dec. 31, 1871	132.0			2.0	2	2	2	33	Allegheny Valley	1,067,287			867,444	867,444	867,444	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	182.0	100
Dec. 31, 1871	132.0			1.8	135.0	17	17	238	Annapolis and Elkridge	650,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Arkansas Central (3 ft.)	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,875,000	1,875,000	1,875,000	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	100
Dec. 31, 1871	132.0			8.0	266.0	17	17	238	Asheville	1,000,000			1,												



Sept. 30, 1871	Oct. 31, 1871	Nov. 30, 1871	Dec. 31, 1871	Jan. 31, 1872	Feb. 28, 1872	Mar. 31, 1872	Apr. 30, 1872	May 31, 1872	June 30, 1872	July 31, 1872	Aug. 31, 1872	Sept. 30, 1872	Oct. 31, 1872	Nov. 30, 1872	Dec. 31, 1872	Jan. 31, 1873	Feb. 28, 1873	Mar. 31, 1873	Apr. 30, 1873	May 31, 1873	June 30, 1873	July 31, 1873	Aug. 31, 1873	Sept. 30, 1873	Oct. 31, 1873	Nov. 30, 1873	Dec. 31, 1873	Jan. 31, 1874	Feb. 28, 1874	Mar. 31, 1874	Apr. 30, 1874	May 31, 1874	June 30, 1874	July 31, 1874	Aug. 31, 1874	Sept. 30, 1874	Oct. 31, 1874	Nov. 30, 1874	Dec. 31, 1874	Jan. 31, 1875	Feb. 28, 1875	Mar. 31, 1875	Apr. 30, 1875	May 31, 1875	June 30, 1875	July 31, 1875	Aug. 31, 1875	Sept. 30, 1875	Oct. 31, 1875	Nov. 30, 1875	Dec. 31, 1875	Jan. 31, 1876	Feb. 28, 1876	Mar. 31, 1876	Apr. 30, 1876	May 31, 1876	June 30, 1876	July 31, 1876	Aug. 31, 1876	Sept. 30, 1876	Oct. 31, 1876	Nov. 30, 1876	Dec. 31, 1876	Jan. 31, 1877	Feb. 28, 1877	Mar. 31, 1877	Apr. 30, 1877	May 31, 1877	June 30, 1877	July 31, 1877	Aug. 31, 1877	Sept. 30, 1877	Oct. 31, 1877	Nov. 30, 1877	Dec. 31, 1877	Jan. 31, 1878	Feb. 28, 1878	Mar. 31, 1878	Apr. 30, 1878	May 31, 1878	June 30, 1878	July 31, 1878	Aug. 31, 1878	Sept. 30, 1878	Oct. 31, 1878	Nov. 30, 1878	Dec. 31, 1878	Jan. 31, 1879	Feb. 28, 1879	Mar. 31, 1879	Apr. 30, 1879	May 31, 1879	June 30, 1879	July 31, 1879	Aug. 31, 1879	Sept. 30, 1879	Oct. 31, 1879	Nov. 30, 1879	Dec. 31, 1879	Jan. 31, 1880	Feb. 28, 1880	Mar. 31, 1880	Apr. 30, 1880	May 31, 1880	June 30, 1880	July 31, 1880	Aug. 31, 1880	Sept. 30, 1880	Oct. 31, 1880	Nov. 30, 1880	Dec. 31, 1880	Jan. 31, 1881	Feb. 28, 1881	Mar. 31, 1881	Apr. 30, 1881	May 31, 1881	June 30, 1881	July 31, 1881	Aug. 31, 1881	Sept. 30, 1881	Oct. 31, 1881	Nov. 30, 1881	Dec. 31, 1881	Jan. 31, 1882	Feb. 28, 1882	Mar. 31, 1882	Apr. 30, 1882	May 31, 1882	June 30, 1882	July 31, 1882	Aug. 31, 1882	Sept. 30, 1882	Oct. 31, 1882	Nov. 30, 1882	Dec. 31, 1882	Jan. 31, 1883	Feb. 28, 1883	Mar. 31, 1883	Apr. 30, 1883	May 31, 1883	June 30, 1883	July 31, 1883	Aug. 31, 1883	Sept. 30, 1883	Oct. 31, 1883	Nov. 30, 1883	Dec. 31, 1883	Jan. 31, 1884	Feb. 28, 1884	Mar. 31, 1884	Apr. 30, 1884	May 31, 1884	June 30, 1884	July 31, 1884	Aug. 31, 1884	Sept. 30, 1884	Oct. 31, 1884	Nov. 30, 1884	Dec. 31, 1884	Jan. 31, 1885	Feb. 28, 1885	Mar. 31, 1885	Apr. 30, 1885	May 31, 1885	June 30, 1885	July 31, 1885	Aug. 31, 1885	Sept. 30, 1885	Oct. 31, 1885	Nov. 30, 1885	Dec. 31, 1885	Jan. 31, 1886	Feb. 28, 1886	Mar. 31, 1886	Apr. 30, 1886	May 31, 1886	June 30, 1886	July 31, 1886	Aug. 31, 1886	Sept. 30, 1886	Oct. 31, 1886	Nov. 30, 1886	Dec. 31, 1886	Jan. 31, 1887	Feb. 28, 1887	Mar. 31, 1887	Apr. 30, 1887	May 31, 1887	June 30, 1887	July 31, 1887	Aug. 31, 1887	Sept. 30, 1887	Oct. 31, 1887	Nov. 30, 1887	Dec. 31, 1887	Jan. 31, 1888	Feb. 28, 1888	Mar. 31, 1888	Apr. 30, 1888	May 31, 1888	June 30, 1888	July 31, 1888	Aug. 31, 1888	Sept. 30, 1888	Oct. 31, 1888	Nov. 30, 1888	Dec. 31, 1888	Jan. 31, 1889	Feb. 28, 1889	Mar. 31, 1889	Apr. 30, 1889	May 31, 1889	June 30, 1889	July 31, 1889	Aug. 31, 1889	Sept. 30, 1889	Oct. 31, 1889	Nov. 30, 1889	Dec. 31, 1889	Jan. 31, 1890	Feb. 28, 1890	Mar. 31, 1890	Apr. 30, 1890	May 31, 1890	June 30, 1890	July 31, 1890	Aug. 31, 1890	Sept. 30, 1890	Oct. 31, 1890	Nov. 30, 1890	Dec. 31, 1890	Jan. 31, 1891	Feb. 28, 1891	Mar. 31, 1891	Apr. 30, 1891	May 31, 1891	June 30, 1891	July 31, 1891	Aug. 31, 1891	Sept. 30, 1891	Oct. 31, 1891	Nov. 30, 1891	Dec. 31, 1891	Jan. 31, 1892	Feb. 28, 1892	Mar. 31, 1892	Apr. 30, 1892	May 31, 1892	June 30, 1892	July 31, 1892	Aug. 31, 1892	Sept. 30, 1892	Oct. 31, 1892	Nov. 30, 1892	Dec. 31, 1892	Jan. 31, 1893	Feb. 28, 1893	Mar. 31, 1893	Apr. 3
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**RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**asterisk (\*)** occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]



[illegible]





Sept. 30, 1871	45.4	32.1	6	616	Providence and Worcester, R. I. & Mass.	1,674,043	527,747	138,706	121,463	2,000,000	300,000	110,084	454,672	1,398,891	828,219	205,813	100
May 31, 1871	97.0	48.8	2	94	Raleigh and Gaston, N. C.	1,500,000	167,000	107,000	122,092	1,500,000	50,000	54,977	164,449	23,894	348,423	144,146	100
Mar. 31, 1871	44.0	20.0	2	40	Railroad and Augusta Air-Line, N. Car.	1,137,500	250,583	167,000	122,092	857,600	209,900	54,977	164,449	23,894	348,423	144,146	100
Nov. 30, 1871	10.9	37.0	36	17	Reading and Columbia, Penn. & Va.	2,040,156	690,959	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	71.0	37.0	66	17	Rensselaer and Saratoga, N. Y. & Vt.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
Sept. 30, 1871	140.0	60.1	27	9	Richmond and Danville, Va.	6,990,959	250,583	824,015	192,058	6,000,000	1,925,000	1,033,742	281,872	122,623	297,347	48,000	100
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## REFERRED & GUARANTEED STOCKS

(Marked with an asterick (\*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

[COMPANIES.	Amount out- standing.	Rate.	Paid.	Div'ds Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	...
Atlantic & St. Lawrence,* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	160
Berkshire,* guaranteed	600,000	7	7	...
Blomberg and Corning,* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	86
Buffalo, N. York and Erie,* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,695	7	7	74
Catawissa,* pref. and guar.	2,200,000	7	7	85
Cayuga and Susquehanna,* guar.	589,110	9	9	...
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	...
Central Ohio, preferred	400,000	7	7	38
Chehungen,* guar.	380,000	8	8	...
Cheshire, preferred	2,017,815	7	3	79
Chicago and Alton, pref.	2,425,400	7	10	113
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	...
Chicago and Northwestern, pref.	20,370,293	7	7	86
Cleveland and Mahoning,* guar.	2,056,000	7	7	...
Cleveland and Toledo,* † guar.	6,250,000	3	3	...
Cochecho, preferred	177,750	8	8	...
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	90
Cumberland Valley, 1st pref.	241,900	8	8	114
"    2d pref.	242,000	8	8	...
Delaware,* guaranteed	594,291	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	6	...
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97
Dubuque Southwestern, pref.	530,308	7	7	...
Eastern (N. H.)* guaranteed	492,500	8	8	...
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	...
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	71
Evansville and Crawfordsville pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	60
Harrisburg and Lancaster,* guar.	1,182,550	7	7	...
Houstonville, preferred	1,180,000	8	4	...
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	32
Joliet and Chicago,* guar.	1,500,000	7	7	...
Joliet and Northern Indiana,* guar.	300,000	8	8	...
Lackawanna and Blomberg, pref.	500,000	7	7	...
Leeds and Farmington,* guar.	...	5	5	...
Little Schuylkill,* guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87
Marquette and Cincinnati, 1st pref.	5,588,135	6	6	28
"    2d pref.	4,051,744	6	6	14
Manchester and Lawrence*	1,000,000	9	9	...
Michigan Southern, guaranteed	588,800	10	10	...
Mill Creek and Mine Hill,* guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred	9,744,268	7	7	74
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	...
New Haven and Northampton*	1,244,000	2	2	...
New York and Harlem, preferred	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	77
Paterson and Hudson,* guar.	630,000	8	8	...
Paterson and Ramapo,* guar.	248,000	5	5	...
Peoria and Bureau Valley,* guar.	1,200,000	6	6	...
Philadelphia and Erie,*	5,998,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton,* † guar.	1,099,720	10	10	...
Pittsfield and North Adams,* guar.	450,000	6	6	...
Portl. & Kennebec (Yarmouth) guar.	207,000	6	6	...
Portland, Saco & Portsmouth,* guar.	1,600,000	6	6	...
Portsmouth and Concord*	850,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	...
Rochester and Genesee Valley*	557,560	7	7	...
Rutland, preferred	...	7	7	60
St. Louis, Alton & T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,500	6	6	48

**WHOLESALE PRICE CURRENT.**

**IRON—DUTY:** Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 27 per ton; Polished Sheet, 3 cents per lb.; Galvanized, \$4 per lb.; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....	per ton 55	@ 66	—
Gartsherrie.....	53	@ 64	—
Glenarnock.....	58	@ 61	—
Eglinton.....	48	@ 48 50	—
Pig, American, No. 1.....	50	@ 55	—
Pig, American, No. 2.....	48	@ 51	—
Pig, American, Forge.....	41	@ 45	—
Bar, Refined, English and American.....		@ 120	—
Bar, Swedes, assorted sizes.....	(gold) 120	@ 130	—

—STORE PRICES.—

Bar, Sweder, 1½ x 2½ 1½ x 1½ to 1½ x sq. 14 to 5½ x 1½ to 2 sq. 6 to 12 x 1½ &.....	145	—	@155	—
Bar, Refined, 1½ to 2 in. rd. & sq.-1 to 6 in. x 1 to 1 in.....	105	—	@	—
Bar, Refined, 1½ to 6 by 1½ & 5-16 in.....	110	—	@	—
Bar, Refined, 1½ & 1½ by 1½ & 5-16.....	112	50	@	—
Large Rounds, 2½ to 2½ to 3½ to 4 in.....	112	50	@125	—
Scroll.....	120	—	@180	—
Bvals and Half-round.....	130	—	@150	—
Rond, 1 to 6 in. by 3-16 to No. 12.....	—	—	@122	50
Rond, 1 to 6 in.....	117	50	@127	50
Rods, 1 to 3 in.....	110	—	@162	50
Hoop, 1 by No. 22 to 1 & 1½ by 13 & 14.....	127	50	@172	50
Nail Rod.....	—	—	@	9
Sheet, Russia, as to assortment.....	16	—	@	17
Sheet, Single D. and T. Common.....	7	—	@	8
Sheet, Doubles and Trebles, Charcoal.....	8½	—	@	9
Sheet, Galvanized.....	—	—	List.	15 per ct. disc.
Rails, English..... (gold)..... per ton.	72	—	@	—
Rails, American, at Works in Penns. c'y.	80	—	@	—
Anvils, (Eagle)..... per lb. currency.	9	—	@	—

**STEEL.—DUTY:** Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3¼ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality).....	18	@	22
English Spring (2d and 1st quality).....	11	@	10
English Blister (2d and 1st quality).....	11	@	16
English Machinery.....	11	@	14
English German (2d and 1st quality).....	11	@	12
American Blister.....	-	@	11
American, Cast, Tool.....	-	@	17
American, Spring.....	-	@	11
American Machinery.....	-	@	11
American German.....	9	@	-

**NAILS—DUTY:** Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d.	Common	per kg.	6
5d. and 6d.	"	"	6 25
6d. and 7d.	"	"	6 50
4d. and 5d.	"	"	6 75
3d.	"	"	7 50
Cut, 2d and 3d.	Fine	"	8 25
4d. and 4d.	Sugar Box	"	7
Cut Spikes, all sizes	"	"	6 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	21	33
Copper	"	20	45
Yellow Metal Sheathing and Slatting	"	27	30

**TIN—DUTY:** Pig, Bars and Block, **FREE**; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....	(gold). per lb.	- 35 @ - -
Straits.....	(gold).	- 30 @ - 31
English.....	(gold).	- 31 @ - 31½
Plates—Fair to good brands.....	Gold.....	Currency.....
I. C. Charcoal....	per box.11	@11 25 13 - @13 25
I. C. Coke.....	10	@10 50 11 50 @12 -
Coke Terne.....	9	@9 50 10 50 @11 -
Charcoal Terne.....	10	@10 50 11 50 @12 -

**PETROLEUM—Duty:** Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	14 1/2 @	--	--
Crude, 40 @ 47 gravity (in shipping order).....	19 1/2 @	--	19 1/2
Refined, Standard White (in ship'g order).....	27 1/2 @	--	27 1/2
Refined, S. W. (in jobbing lots).....	27 1/2 @	--	28
Refined, S. W. (in tin).....	32 1/2 @	--	32 1/2
Naphtha, Refined, (65 @ 73 gravity).....	18 1/2 @	--	18 1/2
Residuum..... per bbl.	12 1/2 @	--	12 1/2

**COPPER**—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

	24 1/2 CASH.
Copper, New Sheathing, (over 12 oz.) per lb. ....	@ 43
Copper, Bolts .....	@ 45
Copper, Braziers' (over 16 oz.) .....	@ 45
Copper, Nails .....	@ 45
Copper, Old Sheathing, &c., mixed lots.....	26 @ 28
Copper, English Pig.....	@ 28 1/2
Copper, American Ingot.....	30 @ 31

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish.....	(gold) per 100 lb.	6 50	@ 6 62
German.....	(gold) 6 50	@ 6 62	
English.....	(gold) 6 62	@ 7 -	
Bar.....	—	@ 9 25	
Sheet.....	—	@ 11 -	

Colwell, Shaw & Willard Tin-Lead Lead Pipe & Sheet

**COAL—Duty:** Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel: Anthracite **FREE**: other 40 cents

Newcastle Gas.....	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel.....	15	@ —
Liverpool House Cannel.....	21	@ 22 —
Anthracite (by cargo) ....	per ton of 2,000 lb.	5 — @ 5 75

**New York Stock Exchange.**

*Actual Sale Prices for the week ending Nov. 20.*

Th.14. F.15. Sat.16. M.18. Tu.19. W.20.

Canton Co.	103	103	103	103	
Central Pacific 6s.	100			105	
Central of N. Jersey.	102		100		
Chicago & Alton		109		109	
.. pref.					
.. 1 M.					
.. S. F.				59	
.. Inc. bds.					
Chicago, Burl. & Q.	130	130			
.. 8s, 1883					
Chic. & Northwestern	83	84	84	85	
.. pref.	87	89	87	86	
.. 1st M.				89	
.. S. F.					
.. Consol.					
Chic., Rock Isl. & Pac.	107	108	107	108	
Chi., R. I. & Pa. 7s, 1896	101		102	102	
Clev., Col., C. & Ind.	89	89		89	
Clev. & Pittsburg guar.	88	88	87	88	
.. 2 M.					
.. 3 M.					
.. 4 M.					
Clev. and Toledo					
.. S. F. 7s.		102			
Col., Chi., & Ind. C.	31	31	31	31	
.. 1 M.	86	86	86	86	
.. 2 M.			74		
Del. & Hudson Canal	115	115	116	116	
Del. Lack. & Western.	95	96	97	97	
.. 1 M. 7s.					
.. 2 M. 7s.					
Erie Railway	50	50	52	52	
.. pref.			52	52	
.. 1 M. 7s, 1897.					
.. 2 M. 7s, 1879.					
.. 3 M. 7s, 1883.			94		
.. 4 M. 7s, 1880	92				
.. 5 M. 7s, 1888.			94		
.. 7s, con. gold.	95				
Great Western 2d mort.	88	89			
Hannibal & St. Joseph.	31	31	32	31	
.. pref.	60	60			
.. 8s, conv.	88			88	
Hudson River					
.. 2 M. S. F.					
.. 3 M. 7s, 1875.					
Illinois Central	121	121			
.. bonds					
Lake Shore & Mich. S <th>th</th>	th	88	87	88	88
Lake Shore Div. bonds		88	88	88	
Marietta & Cin. 1st pref.		27		26	
.. 2d pref.					
Michigan Central	113	114	114	115	
.. S. F. 8s, 1882.					
M. S. and N. I. 1 M. S. F.	100		100		
.. 2 M.	96				
Mariposa Mining Co.	1				
.. pref.	4	2	2	3	
Milw. and St. Paul	53	52	51	51	
.. pref.	74		75	74	
.. 1st mort.		92	92		
.. 2d mort.				92	
.. 8s.	107				
.. 7 3-10s con.					
.. 7s, gold.		97			
Missouri 6s.	93		93	93	
.. H. & St. J. iss.					
Morris and Essex	91	91	91	91	
.. 1st mort.	101				
.. 2d mort.				97	
New York Central					
.. 7s, S. F. 1876.		100	100		
.. 6s, S. F. 1883.		89	89		
.. 6s, S. F. 1887.					
N. Y. Cen. & Hud. Riv.	93	93	93	93	
N. York and Harlem	114	114	113	114	
.. pref.					
.. 1 M. 7s, 1873.	99			99	
N. Carolina 6s. old.			35		
.. new					
Ohio and Miss.	44	44	44	44	
.. pref.			77	77	
.. 1st M.					
Pacific Mail S. S. Co.	86	85	85	84	
Panama	135			83	
Phila. and Reading					
Pitts., Ft. W. & Chi. gld.	93	94	94	93	
.. 1 M.					
.. 2 M.	98				
.. 3 M.					
Quicksilver Mining Co.		45	46	45	
St. L., Alton & T. H.					
.. pref.					
.. 1 M.				101	
.. 2 M. pref.		90			
.. Income bds.		80			
Tennessee 6s. old.		74	74	75	
.. new			74	75	
Tol., Wab. & Western.	69	68	69	69	
.. pref.					
.. 1 M.				96	
.. 2 M.					
.. Equipment					
.. St. Lou. Div.	90		90		
Union Pacific	34	34	34	34	
.. 1st mort.	87	87	87		
.. L. Gt. 7s.	76		76	76	
.. Inc. 10s.	77	77	77	76	



## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

Th.14. F.15. Sat.16. M.18. Tu.19. W.20

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	108	108	108	108	108
U. S. 5s, 1874, coup.	108	108	108	108	108
U. S. 5s, 10-40s, reg.	108	108	108	108	108
U. S. 5s, 10-40s, coup.	108	108	108	108	108
U. S. 5s, 1881, reg.	111	111	111	111	111
U. S. 5s, 1881, coup.	111	111	111	111	111
U. S. 5s, 5-20s, reg. '62.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1882.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '64.	112	112	112	112	112
U. S. 5s, 5-20s, c. 1884.	112	112	112	112	112
U. S. 5s, 5-20s, reg. '65.	113	113	113	113	113
U. S. 5s, 5-20s, c. 1885.	113	113	113	113	113
U. S. 5s, 5-20s, r. n. '65.	115	115	115	115	115
U. S. 5s, 5-20s, c. n. '65.114	115	115	115	115	115
U. S. 5s, 5-20s, reg. '67.115	115	115	115	115	115
U. S. 5s, 5-20s, c. 1887.115	115	115	115	115	115
U. S. 5s, 5-20s, reg. '68.	115	115	115	115	115
U. S. 5s, 5-20s, c. '68.115	115	115	115	115	115
U. S. 5s, Pac.R.R.issue.	112	112	112	112	112

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

W.13. Th.14. F.15. Sat.16. M.18. Tu.19

Catawissa preferred	42	42	42	42	42
Camden and Amboy	42	42	42	42	42
.. 6s, 1875	42	42	42	42	42
.. 6s, 1883	42	42	42	42	42
.. 6s, 1889	42	42	42	42	42
.. mort. 6s, '89 90	95	95	95	95	95
Elmira & Williamsport	95	95	95	95	95
.. pref.	95	95	95	95	95
.. 7s	95	95	95	95	95
Lehigh Navigation	37	37	37	37	37
.. 6s, 1884	37	37	37	37	37
.. Gold L.	92	92	92	92	92
.. R. R. L.	92	92	92	92	92
.. Conv. L.	92	92	92	92	92
Lehigh Valley R. R.	55	55	55	55	55
.. 6s new coup.	98	98	98	98	98
.. 6s new reg.	98	98	98	98	98
L. title Schuylkill R.R.	47	47	47	47	47
.. 7s	47	47	47	47	47
Minehill	54	54	54	54	54
Morris Canal	54	54	54	54	54
.. pref.	54	54	54	54	54
North Pennsylvania	49	49	49	49	49
.. 6s, 1880	93	93	93	93	93
.. 6s, 1887	93	93	93	93	93
.. 10s, 1887	93	93	93	93	93
Northern Central	85	85	85	85	85
Oil Creek & Alleg. Riv.	34	34	34	34	34
.. 7s	34	34	34	34	34
Pennsylvania R. R.	55	55	55	55	55
.. 1st M.	101	101	101	101	101
.. 2d M.	101	101	101	101	101
.. Gen. mort.	94	94	94	94	94
.. reg.	94	94	94	94	94
Penn. State. 6s.1st series	101	101	101	101	101
.. 6s, 2d series	101	101	101	101	101
.. 6s, 3d series	101	101	101	101	101
Philadelphia City, 6s.	102	102	102	102	102
.. new	102	102	102	102	102
Philad. Germ. & Nor.	86	86	86	86	86
Phila. & Reading	87	87	87	87	87
Philadelphia and Erie	87	87	87	87	87
.. 6s	87	87	87	87	87
.. 7s	90	90	90	90	90
Phila. Wilm. & Balt.	14	14	14	14	14
Schuylkill Navigation	14	14	14	14	14
.. pref.	14	14	14	14	14
.. 6s, 1882	76	76	76	76	76
.. 6s, 1876	76	76	76	76	76
.. 6s, 1872	76	76	76	76	76
United Co. of N. Jersey	124	124	124	124	124
Hestonville, (Horse)	18	18	18	18	18
Chestnut & Wal.	58	58	58	58	58
Green & Coates	58	58	58	58	58
2d and 3d streets	58	58	58	58	58
Spruce and Pine	58	58	58	58	58
15th and 16th sts.	58	58	58	58	58

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

W.13. Th.14. F.15. Sat.16. M.18. Tu.19

Baltimore City 6s, 1876	96	96	96	96	96
.. 1880	96	96	96	96	96
.. 1884	96	96	96	96	96
.. 1900	96	96	96	96	96
Balt and Ohio	152	152	152	152	152
.. bonds, 1876	152	152	152	152	152
.. 1880	94	94	94	94	94
.. 1888	94	94	94	94	94
Marietta & Cin. 1st M.	98	98	98	98	98
.. 2d M.	87	87	87	87	87
.. 3d M.	84	84	84	84	84
Northern Central	39	39	39	39	39
.. bonds, 1885	93	93	93	93	93
.. 1900	93	93	93	93	93
Pittab. & Connellsv. 7s	94	94	94	94	94
N. W. Va. 1st mort.	14	14	14	14	14
.. 2d mort.	14	14	14	14	14
.. 3d mort.	14	14	14	14	14
Virginia 6s, Consol.	64	64	64	64	64
.. Defer. Certif.	15	15	15	15	15
City Passenger R. R.	16	16	16	16	16

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 20.

Th.14. F.15. Sat.16. M.18. Tu.19. W.20

Boston and Albany	147	147	147	147	147
Boston and Lowell	147	147	147	147	147
Boston and Maine	132	132	132	132	132
Boston and Providence	150	150	150	150	150
Boston, Hartford & Erie	150	150	150	150	150
.. 7s, new	38	38	38	38	38
Cheshire, pref.	79	79	79	79	79
Chl. Burl. & Quincy	131	131	131	131	131
Concord	131	131	131	131	131
Connecticut River	131	131	131	131	131
Eastern	103	103	103	103	103
Fitchburg	103	103	103	103	103
Manchester & Law're	113	113	113	113	113
Michigan Central	113	113	113	113	113
Northern, N. H.	113	113	113	113	113
Ogdens & Lake Champ	71	71	71	71	71
.. pref.	99	99	99	99	99
Old Colony & Newport	113	113	113	113	113
Ph. W. & Baltimore	56	56	56	56	56
Port'd, Saco & Ports.	56	56	56	56	56
Union Pacific	84	84	84	84	84
.. 6s	84	84	84	84	84
.. Land Grant 7s	75	75	75	75	75
.. Income 10s	75	75	75	75	75
Vermont & Canada	95	95	95	95	95
Vermont & Mass.	85	85	85	85	85
South Boston (Horse)	101	101	101	101	101
Cambridge	101	101	101	101	101
Metropolitan	60	60	60	60	60
Middlesex	60	60	60	60	60
Central Mining Co.	35	35	35	35	35
Copper Falls	11	11	11	11	11
Franklin	12	12	12	12	12
National	12	12	12	12	12
Pewabic	8	8	8	8	8
Quincy	10	10	10	10	10

## London Stock Exchange.

Closing Prices.

Oct. 31. Nov. 8.

Atlantic & Gt. W. 1st mort., \$1,000	72	74	72	74
Do. 2d mort., \$1,000	64	66	64	66
Do. Con. mort. B'nds Bisch's Cert.	37	39	37	39
Do. Reorg. Scrip.	95	97	95	97
Do. Leas. Lines, Rental Bonds	86	88	86	88
Detroit & Milwaukee 1st mort. Bonds	73	76	71	74
Do. 2d do.	73	76	71	74
Erie shares 100 dol. all paid	43	43	42	43
Do. Ticket of Protec. Com. attached	—	—	—	—
Do. 6 per cent Convertible Bonds	91	93	91	93
Do. European Agency Certificates	—	—	—	—
Illinois Central \$100 shares all paid	97	97	99	98
Do. Redemption mort. bonds 6 p.c.	99	101	99	101
Illinois & St. Louis Bridge 1st mort.	95	97	96	98
Marietta and Cincinnati R.R. Bonds	82	85	82	85
Michigan Central 6s 1882, conv.	90	100	90	100
Panama 2d mort.	—	—	—	—
Panama General mort.	92	94	92	94
Pennsylvania, 2d mort.	96	98	96	98
Do. General mort.	96	98	96	98
Do. \$50 shares	48	50	48	50
Philadelphia and Erie 1st mort.	92	94	92	94
Do. with option to be paid in Phila.	92	94	92	94

## American Railroad Journal.

Saturday, November 23, 1872.

## Stock Exchange and Money Market.

Money has been close and stringent throughout the week. The drain on the banks for currency and for discount aid has been severely felt in the call loan line, in which accommodation has been more difficult to obtain. The governing rate to even the best class of borrowers in a temporary form has been 7 per cent., and many needy parties have been forced to pay the same rate in gold, with, in several instances, a fractional commission for the use of funds from day to day in the carrying of Stock on speculative account. In the discount line, the several failures growing out of the Boston fire tended to stiffen rates as against the borrowing classes, and on commercial paper, the figures outside of the banks have been from 9@15 per cent. per annum, on the choicest to really good mercantile credits. This state of affairs, in the financial way, has operated very seriously against free movements in all lines of business, and the week has shown much less animation in produce and merchandise, as well as at the Gold and Stock Bonds. The English advices are of some relaxation in the Money pressure there, though high

rates are yet the rule in the London market, as well as in the provinces. Our city banks have been again quite heavy losers in the line of their legal tender reserve, while further gaining slightly in the specie average. Their deposit line has been augmented about 1½ million. They reduced their loan and discount average a little. The U. S. Sub-Treasury reduced its coin reserve about 7-10ths of a million and its currency balance 1½ million.

Under the Treasury programme for November Government proposes to sell, at least, four millions of Gold, or one million on each Thursday, and to buy in four millions of Five Twenties, or one million on each Wednesday, of the month.

The U. S. Sub-Treasury office last week received \$3,006,511 of currency, and \$2,998,949 of gold, the latter including \$1,806,987 from customs; and disbursed \$4,644,228 of currency and \$3,679,283 of gold, the latter embracing \$1,942,408 of coin interest. The city banks reduced their loan and discount average about 8-10ths of a million during the week, and increased their outstanding circulation a trifle. The U. S. Sub-Treasury held a currency balance on Wednesday morning of \$22,181,932, and a coin reserve of \$45,295,230.

The city banks, in their latest return, show a decrease of \$1,529,400 of legal tender notes, with an increase of \$166,000 of specie, an addition of \$1,119,000 to their deposits, also a contraction of \$298,500 in their loan and discount averages, and of \$11,200 in their item of circulation. The city bank exchanges, last week, averaged 146½ millions. The banks now hold \$2,290,825 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is \$13,590,200, against \$16,239,300 same time last year. The city bank deposits are now \$204,524,600 against \$219,186,900, week ending Nov. 18, 1871. The legal tender reserve amounts to \$46,731,600, against \$55,181,500 same time last year. The circulation now stands at \$27,599,300 against \$30,188,600 same time last year. The loans are now \$276,933,000 against \$286,204,500 at this date last year.

The coin reserve of the city banks is now about 13½ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 48¼ millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 204½ millions, against 247½ millions on the 20th of July.

Government revenues have been somewhat less satisfactory in their yield, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$49,372,923. The customs at the port of New York last week were \$1,806,987; and at the outports, equal to about \$600,000, all in coin or coin certificates.

There has been a restricted business reported in the Gold line, the Money pressure having been against the speculative element, while the customs call has been on a very moderately scale. The export drain was heavier, reaching nearly three millions. The price was very well maintained partly by the confident action of the operators

for a rise. The range of the price during the week has been from 118½@118¾, and the closing quotation on Wednesday was 118¾ against 112¾ the preceding Wednesday. The specie outflow last week, was \$2,975,449. The Gold Exchange Bank clearances have averaged about 55¾ millions per day during the week.

The customs demand for Gold last week, averaged \$323,840 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were \$18,370, and since Jan. 1, 1872, were \$5,347,772 against \$8,409,313 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been \$133,538,248 against \$141,902,942 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, \$70,514,397, against \$78,833,285 during the same time in 1871.

The export drain of specie was \$2,975,449 last week, against \$629,666 same week preceding year. The shipments since January 1, 1872, have been \$66,858,905 against \$59,219,734 during the same portion of 1871.

Foreign Exchange has been depressed and lower, on a restricted business. Bankers' sixty day bills on London closed on Wednesday at 108@108¾; sight bills on London, 109¾@110¾.

The week's exports hence of domestic produce have been to the currency value of \$5,725,763.

Government securities have been in rather more demand and generally strong in price, especially considering the activity in Money, which was against the investment call.

On Wednesday, Government bought in two million of the offered Five-Twenties at from 112 39 @112 90. The aggregate offering was \$2,914,000 @112 39@113 14.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 116¾@116¾; U. S. Five-Twenties of 1862, 112½@112½; U. S. Five-Twenties of 1864 at 112½@112¾; U. S. Five-Twenties of 1865, 112¾@113; U. S. Five-Twenties of 1865 consolidated, 114¾@115; U. S. Five-Twenties of 1867, 115¾@115¾; U. S. Five-Twenties of 1868, 115@115½; U. S. Ten-forties at 108@108¼ U. S. Fives of 1881 (Funding Loan) 109¾@110; Six per cent. currency Sixes from 118½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 6.	Nov. 13.	Nov. 20.
Consols .....	92¾	92¼	92½
U. S. 5-20s, 1865....	91¼	90¾	90½
" 1867 .....	93¾	92½	93
" 10-40s .....	88	87	87½
New Fives of 1881...	89	88½	88½
Erie .....	43¼	38¾	41½

State bonds have been less freely dealt in, and quoted easier and irregular in price closing however, somewhat steadier.

Railway and Miscellaneous share property has been less active, the severe stringency in Money operating against the speculative movement, and values have been generally weak and yielding, closing heavily.

Railway Mortgage Loans have been moderately sought after on investment account at about steady prices for all the more substantial loans,

especially of the older issues. Central Pacific Sixes closed firmly from 100@100¾.

The Committee on Stock List of the New York Stock Exchange have recommended the following among other additions to the regular list.: The first mortgage bonds of the Western Pacific Railroad Company: the State aid bonds of the Central Pacific Railroad Company.

Trade has been unusually dull in all kinds of Metals. Small lots of Ingot Copper sold at 31½c.: market weak. Iron very tame, and nominally unchanged as to values; 90 tons Glengarnock Pig sold at \$50; American quoted as before. Pig-lead inactive, with ordinary Foreign quoted at 6½c.; gold. Spelter dull at 6¾c., gold. Tin tame and weak; sales, 1,000 slabs Straits on private terms, quoted at 30½c., gold. Charcoal Plates nominal at \$11 50@11 75, gold, showing a further decline, on an important movement. Zinc quiet but steady.

General business has shown less animation. Prices of Breadstuffs, Cotton, Petroleum and Tobacco, were very well supported. Provisions were less firm. Wool quoted at 3@5 ct. per lb. higher with an exceptionally brisk inquiry noted for desirable grades. Middling upland cotton, closed on Wednesday at 19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 956,462 bales, against 718,498 bales same time in the preceding year; exports 490,000 bales against 269,500 bales in the previous year; stock at the ports at latest dates, 359,400 bales against 327,300 bales same date 1871.

At the Live Stock Markets, Beeves have been in good demand at from 9½@15 cts.; Veals at 7@11 cts.; Sheep in moderate request at from 4@7½ cts.; Lambs, 6¼@9 cts.; Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,832 Beeves, 1,470 Veal Calves, 28,884 Sheep and Lambs, and 57,835 Swine.

Foreign goods have been moderately dealt in at generally steady rates. The week's imports of foreign goods reached the amount of \$5,717,907 including \$1,218,039 of dry goods.

Ocean freights have been less active, but firm with the demand for room mostly for Flour, Grain, Cotton, Lard, Petroleum, and Tobacco.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

*New York.*—Boston, Hartford and Erie R. R., 7¼; do. 1st mort., 39½; Louisville and Nashville consols, 1898, 92; Burlington, Cedar Rapids and Minnesota 1st mort., 89¾; Toledo, Peoria and Warsaw 1st mort., W. D., 88; Central of New Jersey 1st mort., new, 102½; Clev., Painesv. and Ash. 7s, old, 96½; Long Dock bonds, 96; St. Louis, Jacksonville and Chicago 1st mort., 90; Mil. and St. Paul 7s, Iowa Div., 89; Ohio and Miss. consols, 95; 2d mort. 85; Buffalo and Erie 7s, new, 94; Detroit, Monroe and Toledo 1st mort., 97; Toledo, Wabash and Western consols, 87; Pekin, Lincoln and Decatur 1st mort., 85; New Jersey Southern R. R., 27; do. 1st mort., 73½; Galena and Chicago 1st mort., 100½; do., 2d mort., 96½; Gt. Western 1st mort., 1888, 95½; Missouri, Kansas and Texas R. R., 40; Pacific R. R. of Mo., 58; New York, New Haven and Hartford R. R., 142; Albany and Susquehanna R. R., 95; Dubuque and Sioux City R.

R., 64; St. Louis, Kansas City and Northern pref., 65; Renesslaer and Saratoga R. R., 106; Am. Mer. Union Exp., 70; U. S. Exp., 77½; Adams Express, 94½; Wells-Fargo Exp., 88; New Central Coal, 47½; Consol. Coal of Md., 47½; American Coal, 61; Maryland Coal, 22; Western Union Tel., 76½; Quicksilver pref., 65; Atlantic Mail S. S. Co., 12; North Carolina Fund Act 1868, 27; do. 1866, 28; South Carolina 6s, new, Apl. and Oct., 25¾; do. Jan. and July, 24.

*Philadelphia.*—Pennsylvania Canal 6s, 74¾; Philadelphia and Reading Gen'l mort. 7s, coup., 102½; do. reg., 103½; do. 7s, new, con., 101½; do. mort. 6s, 1880, 95; do. debent. bonds, 82; Pennsylvania and New York Canal 7s, 99; Lehigh Valley 7s, new, 104; West Jersey 1st mort., 6s, 96; Warren and Franklin 1st mort. 7s, 83; Allegheny Valley 7s, 3-10s, 94; Westchester and Philadelphia R. R. 7s, 101; Catawissa R. R., 19; do. priv., 31¾; Nesquehoning R. R., 54¾; Camden and Atlantic pref., 37; Allegheny County 5s, 77½. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 102@102¼; Pennsylvania State 6s, 1st series, 101¾@—; do. 2d series, 106@106½; do. 3d series, 109@109½; Philadelphia and Reading, 563½@57¾; do. Gen'l mort. 7s, coup., 102¼@102½; do. reg., 103@103½; do. mort. 6s, 1880, 95@95½; do. 7s, new, con., 101½@101¾; United New Jersey R. R. and Canal Co., 123½@124; Camden and Amboy mort. 6s, 1889, 94½@95; do. 1883, 92@93; do. 1889, 92@93; Pennsylvania R. R., 55¾@56; do. 1st mort., 101@101¾; do. 2d mort., 97@98; do. General mort. coupon, 94@94½; do. reg., 94@94½; Little Schuylkill R. R., 47@48; Morris Canal, 49@50 do. pref., 120@125; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 76@76; Schuylkill Nav., 7@8; do. pref., 11@14½; do. 6s, 1882, 76@77; do. 1872, 78@80; Elmira and Williamsport pref., 40@42; do. 7s, 1873, 95@96; do. 5s, 56@—; Lehigh Coal and Navigation, 39@39½; do. 6s, 1884, 87½@88; do. R. R. Loan, 93@95; do. Gold Loan, 92@93; North Pennsylvania, 49@50½; do. 6s, 98@99½; do., 7s, 93¾@94; do. Chattle 10s, —@110; Philadelphia and Erie, 25¼@26½; do. 6s, 89@92; Minehill, 53@—; Catawissa, 18¾@19; do. pref., 42@43; do. 7s, 1900, 98½@99½; Lehigh Valley, 58½@58¾; do. 6s, new coupon, 98@98½; do. reg., 98@98¼; do. 7s, 103¾@104½; Fifth and Sixth streets, (horse,) 48@51; Second and Third, 58@60; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 32@34; Green and Coates, 40@—; Chestnut and Walnut, 57@60; Hestonville, 18@18½; Union, —@73; Germantown, 33@38.

*Boston.*—Norwich and Worcester R. R., 122½; Boston and Albany 7s, 1892, 103¾; Cincinnati, Sandusky and Cleveland R. R., 18; do. 7s, 1887, 79; Boston and Lowell 6s, 1879, 95¾; Cheshire 6s, 1880, 90; Old Colony and Newport 7s, 1877, 101; do. 6s, 1876, 95; Atchison, Topeka and Santa Fe 7s, Land Grant gold, 77½; Eastern R. R. 6s, 1874, 97¼; Rutland scrip, 95; Cary Imp. 9¾; Maine 6s, 1889, 99½; New Hampshire 6s, 1901@1902, 97½; do. 1884, 97¾; St. Louis 6s, 1875, 96¼; Chicago 7s, 1892, 95¾; Portland 6s, 1887, 90¾; Boston 6s, 1880, currency, 99; Lowell 6s, 1890, 96; Nashua, 6s, 1892, 94¾; Calumet and Hecla, Mining Co., 145; Hum-



boldt, 1½; Petherick, 2; Ridge, 10; St. Clair, 2.

**Baltimore.**—Maryland Defense 6s, 103½; Virginia Consol. 6s, coupon, 58½; do. reg., 49; Orange Alex. and Manassas 7s, 81½; Orange and Alexandria 4th mort. 8s, 83½; do. 1st mort. 6s, 93; Northern Central 6s, 1900, gold, 93½; Union R. R. 1st mort. guar. 93; Wilmington, Columbia and Augusta, 79; Parkersburg R. R., 11; Indianapolis Water bonds, 100; Norfolk Water bonds, 87½. The latest quotations are: Pittsburgh and Connellsville 7s, 1898, 93½@93¾; Baltimore and Ohio, 152@154; do., 6s, 1875, 97½@98¾; do., 1880, 95½@96½; do., 1885, 94@94½; Parkersburg Branch, 11@12¾; Washington Branch, 186@150; Northern Central 37½@—; do. 6s, 1885, 93@94½; do., 1900, 86½@86¾; do., 6s, 1900, gold, 93½@93¾; N. W. Va. 1st mort., 101¾@102; do., 2d mort., 101@101½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98¾; do., 2d mort., 7s, 87@88; do., 3d mort., 8s, 84@85½; Central Ohio, 85½@85¾; do., pref., 38½@40; do. 1st mort., 85½@85¾; Western Md. 1st mort. 6s, 1890, 90@92; do. 1st mort. guar., 94@97; do., 2d mort. guar., 94@96½; do. 3d mort., guar., 90@—; do. 2d mort. pref., 70@80; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@78; Orange and Alexandria 1st mort. 6s, 92@—; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 90@94; do., 4th mort. 8s, 83½@83¾; Orange, Alex. and Manassas 7s, 81@81; Virginia and Tennessee 1st mort. 6s, 95@100¾; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 91@—; Baltimore 6s, 1875, 95¾@96; do., 1884, 96@96; do. 1886, 96½@98½; do., 1890, 96¼@96½; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96½@97; do. 1900, new, —@97; do. 1902, 96@97¼; Memphis City 6s, 52¼@55; Maryland 6s, 1890, 95@—; do. Defense Loan, 1883, 103½@103¾; Virginia 6s, old, 38@39; do. consol. 6s, 55@57; do. reg., 49@52¼; do. Peckers, 47@50; West Virginia, 16@16½; City Passenger R. R., 22@24; George's Creek Coal, 100@110.

#### Worcester and Nashua Railroad.

The annual report of the directors of the Worcester and Nashua Railroad Company made to the Railroad Commissioners, exhibits the business of this corporation in a very favorable light.

The gross receipts for the past year were \$587,358, from the following sources: Passengers \$189,033; freights \$356,327; car service on other roads \$16,648; express business \$10,287; carrying the mails \$4,625; and rents of property \$10,427. The expense of operating the road was \$391,905.

The net income of the year is \$195,902. The total surplus with which to begin the new year will be \$186,274. 281,954 passengers have been carried during the year, and 368,042 tons of freight. The percentage of net income to capital and debts is a little more than 11½ per cent. for the year.

The Philadelphia, Wilmington and Baltimore Railroad Company have commenced running some of their trains on the new road known as the Darby Improvement. The new stations between Philadelphia and Chester are Fifty-eighth street, Mount Moriah, Bonaffon, Paschall, Darby,

Sharon Hill, Glenolden, Ridley Park and Crum Lynne.

#### Tasmanian Main Line Railway.

Heraopath's Railway Journal of Oct. 26, says: The first batch of men engaged by Messrs Clark, Punchard and Co., of Westminster, for employment in the construction of the Tasmanian Main Line railway, were despatched in the Essex from Gravesend on the 23rd inst. to Launceston, via Melbourne. These men have been sent out under the provisions of the Tasmanian Act of Parliament, 31 Victoria, No. 26, which entitle each adult to a land order warrant of the value of £18, and the secretary of the Tasmanian Main Line Railway Company, Limited, who has been appointed the agent of the Board of Emigration in Tasmania, is empowered to issue 1,500 such land orders. A further number of men to the extent of 150 to 200 will be despatched in about a month.

The directors of the Suncook Valley Railroad Extension Company, recently elected, are: Samuel N. Bell and Frederick Smyth of Manchester, Nat. Head of Hooksett, James H. Colberth and Daniel E. Tuttle, of Barnstead, Thos. Cogswell, and John M. Durgin of Gilmanton Iron Works. The estimated cost of this extension, which is sixteen miles in length, is \$200,000. The extension will complete the line to Alton Bay, and will be built next summer.

Measures are in progress for the construction of a bridge across the St. Lawrence from St. Cecile de Valleyfield to some point on the opposite side between Coteau Landing and Coteau du Lac. An act for this purpose was obtained by a company at the last session of the Dominion Parliament, and the bridge will connect a railway in course of construction between Ottawa and the Coteau with the network of railways in the State of New York.

The Baltimore Sun says it is understood that the necessary stock subscriptions for a narrow gauge steam railway line from Swan lake—connecting with the Northern Central Railway at Relay House—to Towson town have been taken, and the newly organized company have arranged the details of a contract to build the same, which has been given out, and the work will be at once pushed forward. This will give direct steam connection between Baltimore and Towson town.

A dispatch from Parsons, Kansas, says the Missouri, Kansas and Texas Railroad is now completed to within eleven miles of the Red river. The bridge across that stream is being rapidly built. The Texas Central Railroad will be completed to Denison by the first of January next. The gap between the two roads is now only forty-two miles.

The newly elected Board of Directors of the East Tennessee, Virginia and Georgia Railroad Company have elected the following officers; President, R. T. Wilson; vice-president, C. M. McGhee; vice president and superintendent, Joseph Jaques; secretary and treasurer, James G. Mitchell.

Surveys, etc., are now being made preparatory to an estimate of the cost of a railroad bridge over the Ohio river opposite or near Paducah.

#### BANKING HOUSE OF FISK & HATCH,

5 Nassau Street.....NEW YORK.

We receive DEPOSITS and allow interest on daily balances, issue interest-bearing CERTIFICATES OF DEPOSIT, make COLLECTIONS in all parts of the United States and Canadas, and execute orders at the Stock Exchange for INVESTMENT STOCKS AND BONDS.

We buy and sell, as usual, GOVERNMENT and CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS.

The smaller denominations of the latter are nearly exhausted, and of the \$1,000 bonds we have only a small supply remaining. At their present price they yield over seven per cent. income in gold. We strongly recommend them.

This great work is about completed; there are now nearly 400 miles finished, and only about 30 miles remain to unite the Atlantic tide-waters to the Ohio River valley by the shortest and easiest route.

The company have, at considerable expense, caused a geological survey to be made of the route of the road by Prof. Ridgway. Copies of this valuable Report, and also a pamphlet containing the latest information in reference to the present condition and future prospects of the road, can be had at our office.

The quantities of white oak, chestnut, walnut and other valuable timbers; the cannel, splint and bituminous coals; the varieties of iron ores; the limestone, salt and other products, render the route of the Chesapeake and Ohio Railroad probably the most attractive location for iron and kindred industries in the United States.

#### FISK & HATCH,

At the annual meeting of the stockholders of the Alexandria and Fredericksburg Railroad Co., held on the 12th inst., the President submitted the annual report, which, in substance, states that the receipts of the road have been comparatively very small, so light as to be insufficient to pay the interest on the bonds of the company, the limited receipts being attributed to a failure to make satisfactory arrangements with the Richmond, Fredericksburg and Potomac Railroad Company for the transportation of passengers and freight, whereby additional inducements could be held out for trade and travel. George B. Roberts was unanimously re-elected President, and Albert Hewson Secretary and Treasurer.

For the month of October 99,374.04 tons of George's Creek coal, cleared at the port of Cumberland. The shipments were made by the following Co's: American, 16,184 tons; Borden, 12,073 tons; Consolidation, 28,757 tons; George's Creek, 797 tons; Hampshire, 5,955 tons; Maryland, 13,268 tons; New Central, 14,769 tons; Individuals, 7,618 tons.

The laying of the track of the Orange and Alexandria Railroad has been finished to the Virginia and Tennessee Railroad at the transfer platform, and the connection between these two important lines of travel is now complete.

We understand that the St. Joseph and Denver Railroad will be pushed forward to Kearney before the first day of next January.

## Journal of Railroad Law.

## RAILROAD COMPANIES—LIABILITY FOR INJURY TO ANIMALS OCCASIONED BY WILLFULLY GIVING PREFERENCE TO OTHER FREIGHT.

The facts in the late case of *Kenney et al. vs. The Grand Trunk Railway Company of Canada* (47 N. Y., 525,) are fully and clearly stated in the following opinion by:

GROVER, J.—In March, 1866, the defendant was a corporation under the laws of Canada, and engaged in the transportation of persons and property by rail, between Goderich and Buffalo. On the fifteenth of that month, the defendant received from plaintiffs, at Goderich, a quantity of cattle, which it agreed with them to transport and deliver to them at Buffalo, in consideration of the payment of the usual freight, under the following stipulations, regulating its liability: 1st. That the owners of the cattle undertake all risks of loss, injury, damage, and other contingencies in loading, unloading, conveyance or otherwise. 2d. The company do not undertake to forward the animals by any particular train, or at any specified hour; neither are they responsible for the delivery of the cattle, within any certain time, or for any particular market. 3d. When free passes are given to persons in charge of animals, it is only on the express condition that the railway company are not responsible for any negligence, default, misconduct, or otherwise, on the part of the company or their servants, or of any other person whomsoever causing or tending to cause the death, injury or detention of persons with such free passes; and that whether such passes are used in traveling by any regular passenger train, or by any other train. A portion of the cattle were loaded upon the defendant's cars at Goderich on the same day, and transported to Brantford, where the car containing them was detached from the train and placed upon a side track, where it remained for three days, and the residue loaded and taken to Brantford upon the sixteenth of the same month, and the car containing them also detached and placed upon the same track, where it remained for two days. The case further shows that the weather was very cold during this interval. That the cattle could not be unloaded from the cars where they were, nor fed or watered while therein. That from exposure to the weather while there, and the want of food and water, some of the cattle died, and the others were seriously injured. It further appeared that the usual time of transporting cattle from Goderich to Buffalo was from eighteen to twenty hours. By the contract the defendant undertook to transport the cattle in the usual way and in the usual time, and deliver them safely at Buffalo; and in default of performance became liable to the plaintiffs for the damages thereby sustained, unless exempt therefrom by the stipulations of the contract or some other legal excuse for its failure to perform its contract. The first stipulation restricting the common law liability of the defendant has no application to the case, as the injury to the cattle did not occur while loading, unloading or carrying them under the contract. The concluding words of this stipulation "and otherwise" if they have any meaning, clearly have no application to the present case, as it cannot be claimed that either party thereby understood that it was intended to shield the defendant from liability for

running the cattle on a side track, and unnecessarily abandoning them there to perish by cold and famine. The second clause merely exempts the defendant from liability for failing to forward the cattle by any particular train or at any specified hour, or for a failure to deliver within any certain time or for any particular market. This obviously was designed only to shield the company from liability for its failure to load and place the animals upon any particular train, or if so loaded and placed, for failing to start such train at the particular time advertised or at any particular hour, and for failing to deliver within any certain time or in season for any particular market, but not to protect it from liability for an entire failure to perform its contract, or for any substantial breach after entering upon its performance. The third stipulation relates entirely to the liability of the company for injuries to the persons in charge of the cattle riding upon free passes, and has nothing to do with the present case. Leaving the cattle upon the side track at Brantford for the length of time they were left, and under the circumstances of exposure to injury, can in no sense be regarded as an act of negligence in the execution of the contract. It was for the time an entire abandonment of all efforts to perform, intentional on the part of the employees of the company; and if such effort had not thereafter been resumed and all the cattle had perished while in the cars upon the side track, no one would, I think, have pretended that the company was excused from liability for their loss, but the reason that the company was, under the contract exempt from liability for injuries caused by the negligence of its servants in its execution. It is immaterial, therefore, to inquire whether, by the true construction of the contract, the company was so exempt or not, or if not so exempt, by the common-law, (see *Steinway vs. Erie Railway* 43 N. Y. 123,) such an exemption under the law of Canada was shown by the testimony of the learned barrister, introduced by the defendant upon the trial. The judge did not err in denying the request of the defendant's counsel to direct the jury to find a verdict for the defendant. By the law of New York and of Canada, the defendant was liable for the injury in question, unless excused therefrom by such an unusual and unexpected accumulation of freight between Brantford and Buffalo, which the defendant was required by law to transport prior to the receipt of the cattle in question, as rendered delay in transporting the latter absolutely necessary. The evidence was far from proving this. Taking the most favorable view of the testimony bearing upon this fact, the most that the defendant could claim was that the question should be submitted to the jury. An examination of the charge shows that it was submitted to the jury, more favorable to the defendant than the law authorized. The court charged the jury, in substance, that the contract required the defendant to transport the cattle according to the usual course of business, and that there should be no affirmative discrimination against this species of freight. That it was the duty of the defendant to forward freight in the order in which it was received. That the defendant had no right to give preference to freight about to become dutiable over that in question, and if it did so was liable. So far the charge was

correct. The court then erroneously charged the jury that, if such preference was given; and the consequent delay had resulted from the misconduct or negligence of what was ordinarily known as the employees of the defendant, it would not be liable; but that the defendant was liable for its own negligence or misconduct, or that of the witness Barnard. The latter portion of the charge was correct, except so far as placing the cattle and leaving them on the side track, is called negligence. We have already seen that this was a deliberate intentional act, constituting a breach of the contract and in no sense negligence in its performance. Barnard was superintendent of that portion of the defendant's road, and had the entire supervision of its business and control of its servants there. He sent a telegram to Brantford to detain all stock there, and forward other freight which would become subject to duty upon the expiration of the reciprocity treaty, which would occur the next Saturday night. The effect of the charge was, that if the jury believed that an illegal preference had been given to other freight, by means of which the cattle were detained at Brantford, and that this preference and consequent delay was caused solely by these orders of Barnard, they should find for the plaintiffs, otherwise for the defendant. Under this charge the jury must have found that the detention was caused by giving an illegal preference to other freight, and in addition thereto, that such preference was caused by the orders of Barnard. The latter was an immaterial question. The accumulation of freight creating the obstacles testified to by defendant's witnesses, was principally at Fort Erie. The difficulty was in crossing the river from that point to Buffalo. No reason was shown for not continuing the cars containing the cattle in the respective trains to Fort Erie. The case further shows that defendant had a track running to a ferry at Black Rock, at which the cattle might have been crossed and saved. This might have been a little more expensive, but it was the duty of the defendant under the contract to have resorted to this, rather than let the cattle perish on the side track at Brantford.

The judgment appealed from must be affirmed, with costs.

Judgment affirmed.

☞ The suit between the Delaware and Hudson Canal Company and the Pennsylvania Coal Company, for damages for violation of a contract, which has been pending since 1857, and involving nearly \$250,000, has just been decided in favor of the latter by the referee, Judge Hogeboom.

☞ The directors of the California Central Narrow Gauge Railroad Company have elected the following officers: Cornelius Cole, President; M. D. Townsend, Vice President; R. L. Tracey, Treasurer; W. W. Magary, Secretary; W. S. Watson, Chief Engineer.

☞ The Springfield and St. Louis Railroad Company have closed a contract with Messrs. Ware & Co., for the construction of their road from Springfield to Litchfield.

☞ The Cairo, Arkansas and Texas Railroad, to run from Cairo to Poplar Bluff, is now entirely under contract, and is being speedily pushed to completion.



**Burlington, Cedar Rapids and Minnesota Railway.**

On their main line from Burlington to Austin, the road bed is being put in the best possible condition for winter. The bridges have been strengthened by additional piling and double stringers packed and bolted. A new Howe Truss 104 feet in length is being built over Mud Creek this side of Vinton, which will be finished in a few weeks. The bridge over the Shell Rock which they had trouble with last winter, is now one of the strongest in the State and secure against any further possible accident, so that the traveling public may rest assured of an easy and safe transit on any point of the line this winter.

On their new roads special attention has also been given to bridges which are either of the V. or Howe Truss Pattern. The latter spans the Turkey River for 300 feet on the Pottsville route, and also the Cedar on the Muscatine Western, which is the longest of all being 1,200 feet in length.

On account of the impossibility to obtain iron, the Postville line will only be laid 6 miles south of West Union this fall, where it will intersect with the Davenport and St. Paul road building north. The entire line is ready, or nearly so, for the iron from Cedar Rapids to Postville, but the unprecedented scarcity and high price of this article entirely precludes the possibility of obtaining it. On the Southern end the iron will be laid to Centre Point, 18 miles, this week, and then the tracklayers will go to Vinton to work on the Liscomb branch, 25 miles of which is now nearly ready for them. The company have laid out two towns on it, one 15 miles west of Vinton called Dysart, and another 14 miles from Buckingham, called Traer, to which point the track will be laid this fall. It is expected when this is completed that trains for this division will leave Cedar Rapids daily so that it will add another railroad to our city and thus increase the facilities. On their Muscatine Division, trains are now running regularly for 27 miles while the grading is done for some distance beyond. In the spring, work will be resumed with the greatest vigor on all these branches. The Liscomb division, will be pushed to some point probably between Sioux City and the Northwestern. The Muscatine Division towards Council Bluffs and perhaps the Postville line north into Wisconsin. Parties have already been in Cedar Rapids consulting with the company to have this done.

On the Southern end, work is progressing rapidly below Keokuk and the track will be laid on the 98 miles of gap between Keokuk and St. Louis so that the cars will probably pass over by January, 1874. Mr. W. W. Walker has this work in charge, which is a sufficient guarantee that it will be well and faithfully done. Tracklaying has been progressing for the past month, and 17 miles are now laid.

The rolling stock of the company has been increased this fall and now consists of 660 box, flat and stock cars, and 20 new and elegant passenger coaches. Two more to be placed on the line from Postville south, will be out of the shops in a few weeks. Two new engines from the Grant Works at Paterson, N. J., will be here in November, two more in December, and two in January. Sixteen of their wood burners have been altered for coal, and the rest will be immediately. All their passenger trains are now provided with the Westinghouse Air Brake and Miller Platform.—*Cedar Rapids Republican.*

The Oxford (Pa.) Press says: "Grading is progressing rapidly on the Peach Bottom Railway. Nearly the whole distance from Oxford to Octoparo is nearly finished, and six gangs of workmen are operating on the York county side. About six miles is already graded."

Ten miles of grading on the Arkansas Central Railway have been let west of White river, and gangs of men are being put on the work.

**Calao and Fulton Railroad.**

We are informed, by reliable authority, that work is progressing quite rapidly on this great thoroughfare between Little Red river, the present terminus, and the Missouri state line, to which point the "Iron Mountain extension" has been finished and running for several days. There only remains a very small amount of grading to be done, which will be completed before the track-laying reaches such points. Track-laying is progressing rapidly south from the Missouri line, north from White river, south from White river, and north from Little Red river, which insures the early completion of this great enterprise, say by some early day in December next.

The temporary bridge at Little Red affords a ready passage over that stream, and the permanent bridge is being rapidly built. The bridge at White river is likely to be the last thing completed, but a large force is at work on it, and the time is near at hand when we of Little Rock may take our seats in an Arkansas made car and find ourselves in St. Louis in twelve or fourteen hours.—*Arkansas Gazette, Nov. 12.*

The Texas papers are filled with accounts of the rapid progress of the Texas and Pacific Railroad. The Jefferson Times says that the work is lively and progressing. Graders are busy on all parts of the line, contracts are being let and all available labor is pressed into service. There is every reason to believe that by, or before, January the road will be completed to Marshall, a substantial, elegant railroad bridge finished over the bayou at Jefferson somewhere near Mayberry's bridge, and a connection formed with the branch road to Texarcana. Beyond Little Cypress the 12th, 13th, 14th, 15th, 16th and 17th miles are being graded. The last mile is within the city limits.

The Wilmington (Del.) Commercial says that the surveyors and engineers of the Wilmington and Western Railroad will in a few days commence a survey of the proposed route as far as Oxford, Pa. The proposed road will make a detour to the left about half a mile east of Landenberg, and cross White Clay Creek and the Pennsylvania and Delaware Railroad on a high trestle bridge, and from thence to the town of Kimbleville, and on through a rich agricultural region, and near a large number of various kinds of manufactories, to Oxford, where it will connect with the Peach Bottom Railroad, which is already under contract and partially graded.

The Shenandoah Valley Railroad Company are about to place under construction the second division of their road. The division embraces the line through the counties of Warren and Page, the graduation of which, however, through Warren county was completed nearly two years ago by the Central Improvement Company, and but fifteen miles of work is required to reach Luray.

BALTIMORE AND DRUM POINT R. R. Co.,  
No. 44 Second St., Baltimore, Md.,  
November 11, 1872.

PROPOSALS will be received at this office until noon of the 10th day of December next, for the grading, masonry and bridging of two divisions of this road. The first, ten (10) miles in length, from the Annapolis Railroad to Butler's Tavern—the other, twelve miles, from Drum Point to St. Leonard.

The right to reject any bid is reserved. Profiles and specifications may be seen here, and at the office of Vernon H. Brown, No. 66 South St., New York, after the 20th inst.

By order of the Board.  
JOHN G. BUTLER,  
Secretary.

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THE undersigned offers for sale ten Two-horse cars which have been in use a few months on a street road. They are nearly as good as new cars, and will be sold cheap for cash.

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Second hand Do., various gauge, 10@40 Tons, now running, in good order.  
New and Second hand Passenger and Freight Cars.  
Also Steel and Iron Rails, Fastenings, &c.

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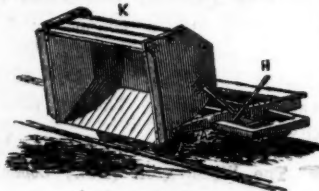
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Fig. No. 1, Car Loaded.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Fig. No. 2, Car Dumped.

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Acapulco, San Diego and San Pedro, also connecting for  
all Central American and South Pacific ports. Departures  
of 10th and 20th each month connect with the Company's  
steamer, touching at San Benito, Tonata, Salina Cruz and  
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The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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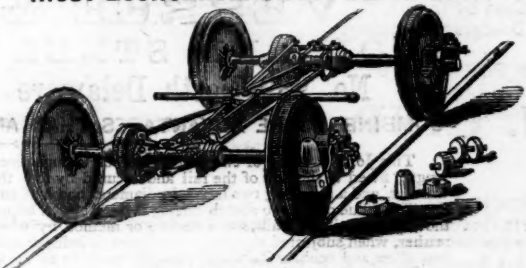
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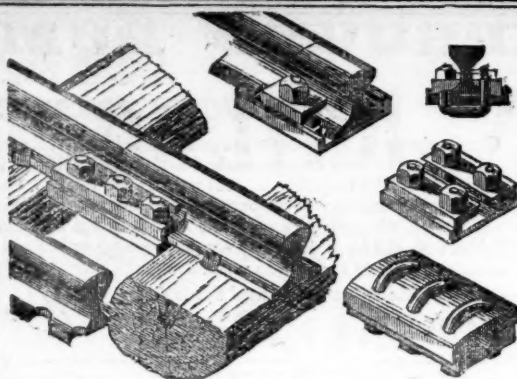
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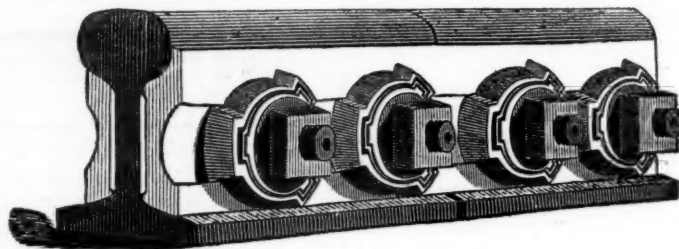
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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